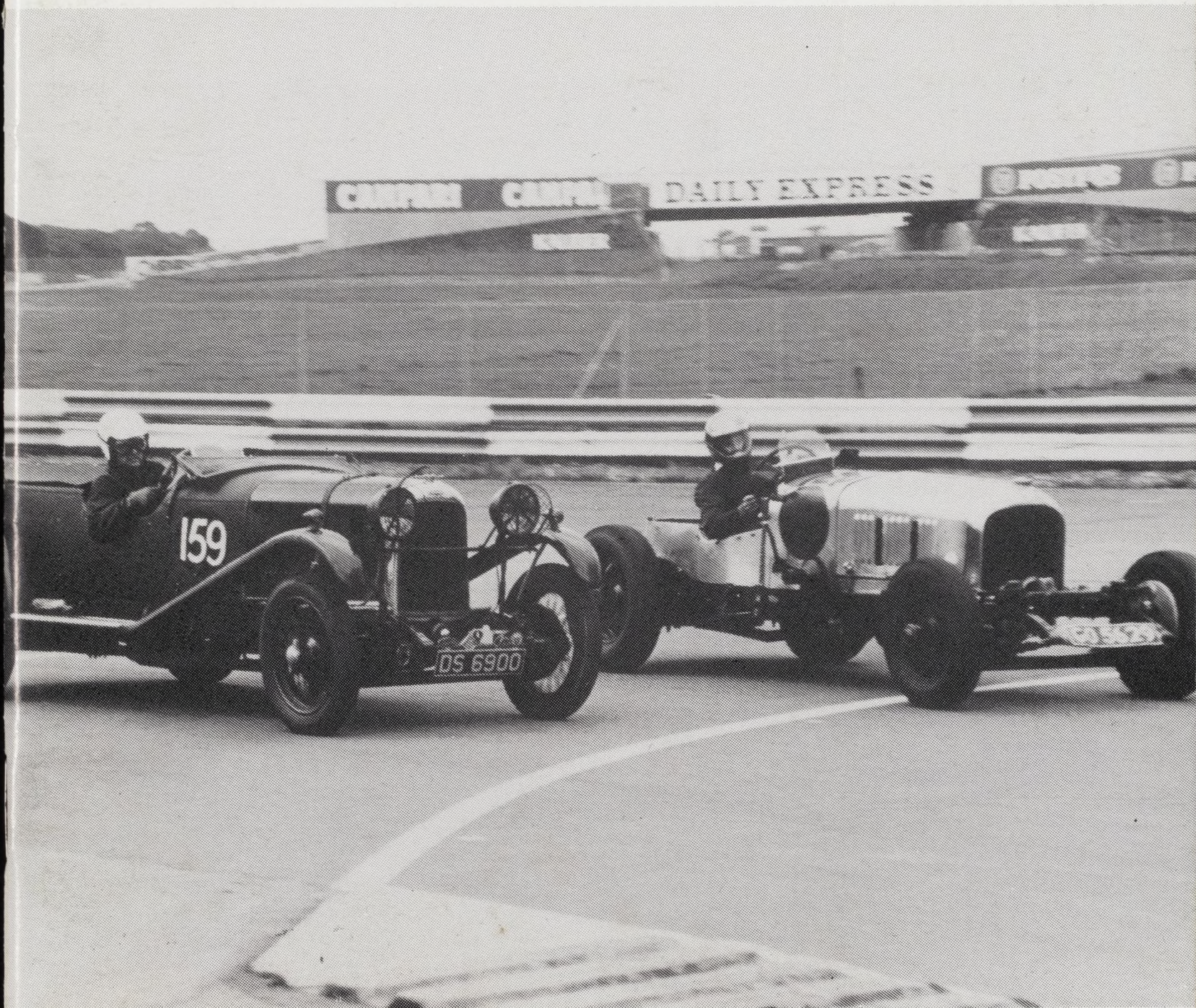


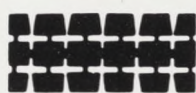


THE MAGAZINE OF THE
LAGONDA CLUB

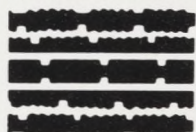
Number 138 Autumn 1988



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TRIPLE STUD (SS) PATTERN



F4 PATTERN



B5 PATTERN



D2 103 PATTERN



R5 PATTERN

Crossply: Dunlop, Lee, Bedford, Fulda, Firestone, Universal/Lester, Ceat, Avon, Denman, Olympic, Fort, Pirelli, Mabor.

Beaded Edge: Dunlop, Bedford, Firestone, Universal, Durandal. Wheel rims also available.

Bibendum: Michelin, Durandal, Firestone.

Straight sided: Dunlop, Universal/Lester.

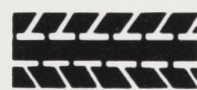
Racing: Dunlop CR65, CR70, R1, R5, R6, 5-stud.

Low profile: 55/60/70% profile Dunlop, Michelin and Pirelli performance range.

Motorcycle: Dunlop, Avon, Cheng Shin, Universal/Lester.

Whitewall: USA wide Whitewall in many makes.

Whitewall trims: Sets to fit 10, 12-17 inch tyres.



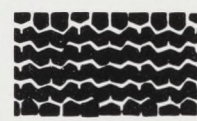
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MAGAZINE

Issue No. 138
Autumn 1988

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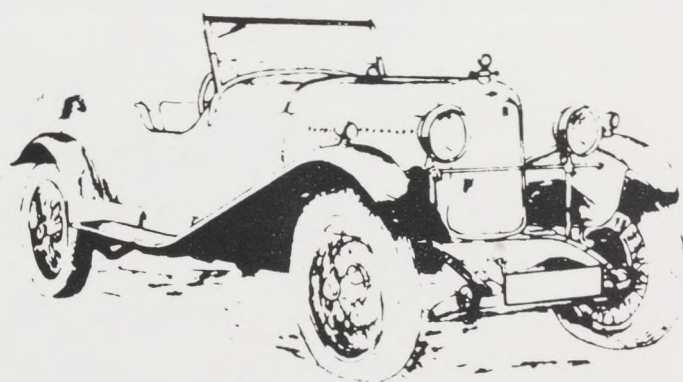
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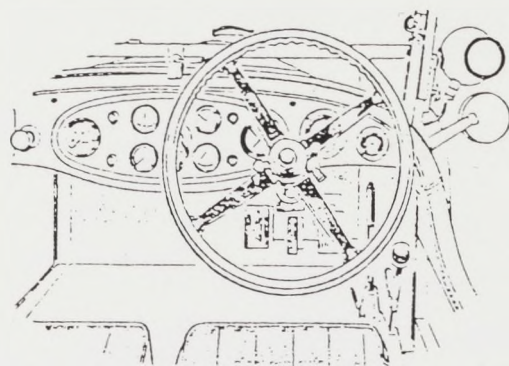
*Dick Sage campaigning the Replica
2-Litre HC team car at the BDC Race
Meeting.*

Photo: Harold Barker.



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personal to contributors. No responsibility
is accepted for the efficacy of the technical
advice offered.

From the Driving Seat



WHERE have all the saloon Lagondas gone? I don't subscribe to the popular view that they are now all rebodied as specials or replicas of original tourers. The A.G.M. was wet enough to encourage all those with a nice weatherproof saloon to give it an airing, but very few made the trip, why? Many years ago I ran a lovely 2-litre High Chassis saloon, which was only sold because I was offered a 3½-litre tourer at a bargain price. Before that I had a 3-litre saloon with an M45 engine. Both were wonderful long distance touring machines and I simply cannot understand why we don't see more saloons at our meetings or at VSCC events. Could it be that their owners don't really like them? Or is it that they prefer driving an open car so that the great British public can see them better? What ever the reasons for their apparent lack of popularity, I WANT ONE! This is therefore a thinly disguised wanted advertisement for a cheap (by Lagonda standards), restorable, Lagonda saloon, any model or year considered, but a 16/80 with pre-selector box preferred. Any offers?

The Club Day and A.G.M. is reported elsewhere in the magazine, but it afforded the first opportunity for a longish drive in the Rapier for Chris and myself. We decided to travel with the hood down as I can't see out with it up. The wiper mechanism fell to pieces a few miles from home, so the outward journey was enlivened by our attempts to lean over the windscreen to operate the wipers by direct manual control. With my Italian mistress, my right sleeve fills with water everytime it rains, it made a curious change to have a left sleeve full instead. The wiper was made to work in about two minutes once we arrived at Weston on the Green,

perhaps the "press on regardless" spirit was a little misplaced on this occasion.

This was, I am ashamed to admit, the first A.G.M. we had attended for over twenty years. Only the weather had changed, although there were a few more white hairs in evidence on a few more heads. Actually I lie, there was one other important difference, the cars were even better than they were all those years ago, our Rapier was probably the scruffiest car there—and it is by no means a disgrace to its owner or to the club. It was a pleasure to meet so many of our keener members and to be handed so many photographs for the magazine. I just hope that next year we will have an opportunity to look at the cars in rather better weather conditions.

K.P.P.



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An 'Old Lag' Remembers . . . Lagonda and Diesel Engines

I WAS delighted to receive my copy of the Lagonda book . . . what a wonderful and expert story is told in the pages . . . how pleasant to see dear old Stan Ivermee's face again but there does seem to be dearth of internal works pictures. I must look through my old negatives and see what I have.

The Vee twelve was a marvellous car and one of the interesting things was the running of the dural rods straight onto the journals without shell bearings. It never gave any trouble.

After spending some hours with the story of Lagonda may I add a little to the history which seems to be overlooked?

The group of people who worked for Lagonda were the most talented people I have ever had the privilege to know and the company was years ahead of any other in management, design and production methods but, the utter supreme skill was surely shown in the success with which Lagonda designed and produced diesel engine equipments?

To back track a little, when the last war began Britain had no home grown diesel engine technology at all . . . although London's buses were made at AEC Southall, (now no longer) the engines were all equipped with fuel pumps, injectors and valves from Bosch of Stuttgart. The same went for all diesels because the UK had no design or production expertise.

Indeed when war was declared Bosch engineers were still working at CAVs Finchley installing equipment for the production of injector nozzle tips.

Now, all submarines were fitted with diesel engines as were warships, some heavy equipments and so, without any producer of diesel pumps and injector equipments we would have had no

engines. . . . and then Lagonda took over a small company "Bryce Fuel Equipment" of Hackbridge. The Bryce company were making spares for some ships engines and the production of the fuel equipment was the basis for gaining an introduction to the design and development of diesel fuel injection. The chief designer was WAG Green and a very clever man too . . . BUT the essential difference lay in the production standards which are necessary for the success of any fuel injection pumps and injectors, I don't want to get too deep into the technology yet an understanding is necessary . . .

The diesel fuel must be injected into the cylinder head about 30 degrees before top dead centre and must cut off 5 degrees before TDC and the injection pressure is around 1,750 pounds per square inch against a compression ratio of fifteen to one . . . The sudden closure of the injection valves causes an enormous "waterhammer" which must be damped out to stop a secondary injection which mucks things up and a very special retraction damping valve was developed to damp the secondary pressure wave. The time for fuel injection at 2,000 r.p.m. is about 0.0025 secs or two and half micro secs. In that time the pumps must raise the pressure, inject, closed and damp the secondary shockwaves.

The nozzle tip projects into the cylinder head at a temperature of about 850 degrees centigrade and the nozzle tip is only 0.85 mm thick to around 1.2 mm thick and the spray holes are between 0.25 mm to 0.75 mm in diameter.

The tolerances for success in the operation of each fuel nozzle tip and valve are 0.0025 of a millimetre . . . and the same close fittings is essential for the inline

block pumps and the steel of the injectors and pumps was a very high speed steel high nickel and high chromium. And all the finishing was done after hardening. I apologise for saying all that but before we began to produce diesel equipment we prided ourselves on our machining and finishing accuracy. Indeed I will go as far as to say that we were the best and we were. We could drill and ream holes to plus or minus a quarter of a thou and with a brilliant unmarked finish, but this was something entirely different.

A thou of an inch is 25 microns, which is 25 thous of a millimetre, and we were asking for production and finishing tolerances of plus or minus two thous of a millimetre.

Plus and minus two microns . . . well we achieved it . . .

We built a special production shop over the road opposite to the entrance of the service bay and outside the old design offices where Frank Ayto worked in Ironbarks House. Lionel Taylor did a fabulous job in getting the precision of the product right.

We became the only genuine national diesel equipment product in the UK and I think that we were as good as Bosch at Stuttgart . . . mind you we had heartbreaks for the first year or so . . . I can remember when about 90% of all the injector nozzle tips were scrapped right on the final test for leakage.

We got it all right in the end and it didn't take us all that long and the production went with a real swing. And all the special

machine tools and production methods were our own too.

We produced the usual four and six cylinder inline bloc injector pumps, all sizes of injector valves and nozzle tips, and then WAG Green designed a very high speed injector called the rocker pump which had a great future. And then APG took over JH Maclaren Diesels from Leeds, and the National Gas and Oil Engine coy and Mirrlees Bickerton and Day, (They are still at Stockport), and a 50% in Meadows diesels and then Bradbury designed the small Petter diesels.

And that was the powerful influence which decided against the continuation of quality car production.

It was decided by the powers that were that there would not be any market for quality cars in the economic climate of the 1940s and 1950s but that the need for small diesels would be world wide. True true. And so the plans were laid for the sale of Lagonda Cars.

Whilst this proceeded we turned our ingenuity to the development of diesel engines:

We designed and produced one air cooled vee eight diesel but it didn't go into quantity production; we designed and developed the well known Petter AV1 and AV2 which are still seen everywhere, we developed a four cylinder water cooled medium speed which was produced at Leeds, and a 16,000 horsepower which was produced at Stockport. (This was the K series later known as K Major).

I ran a 2.4-litre diesel at around 6,000

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revolutions a minute and nobody has repeated that yet; I also made a special novel injector which would run a 3-litre four cylinder at about 180 r.p.m. and sounded like a wrist watch ticking . . . we also developed a clever magnetic engine speed governor but that didn't go into production and then the rationalisation mania began . . .

We designed a clever pile driving hammer which I was very proud of which would drive two piles linked together and that was sold to McKiernan Terry and the British Steel Piling company.

But finally the diesel injector business was sold off to CAV and then Lucas and CAV merged. The small pump business was closed and the larger single units for marine work were moved to the old Gloster Aircraft works at Hucclecote.

I have been there several times to see old

friends but don't know what happens now.

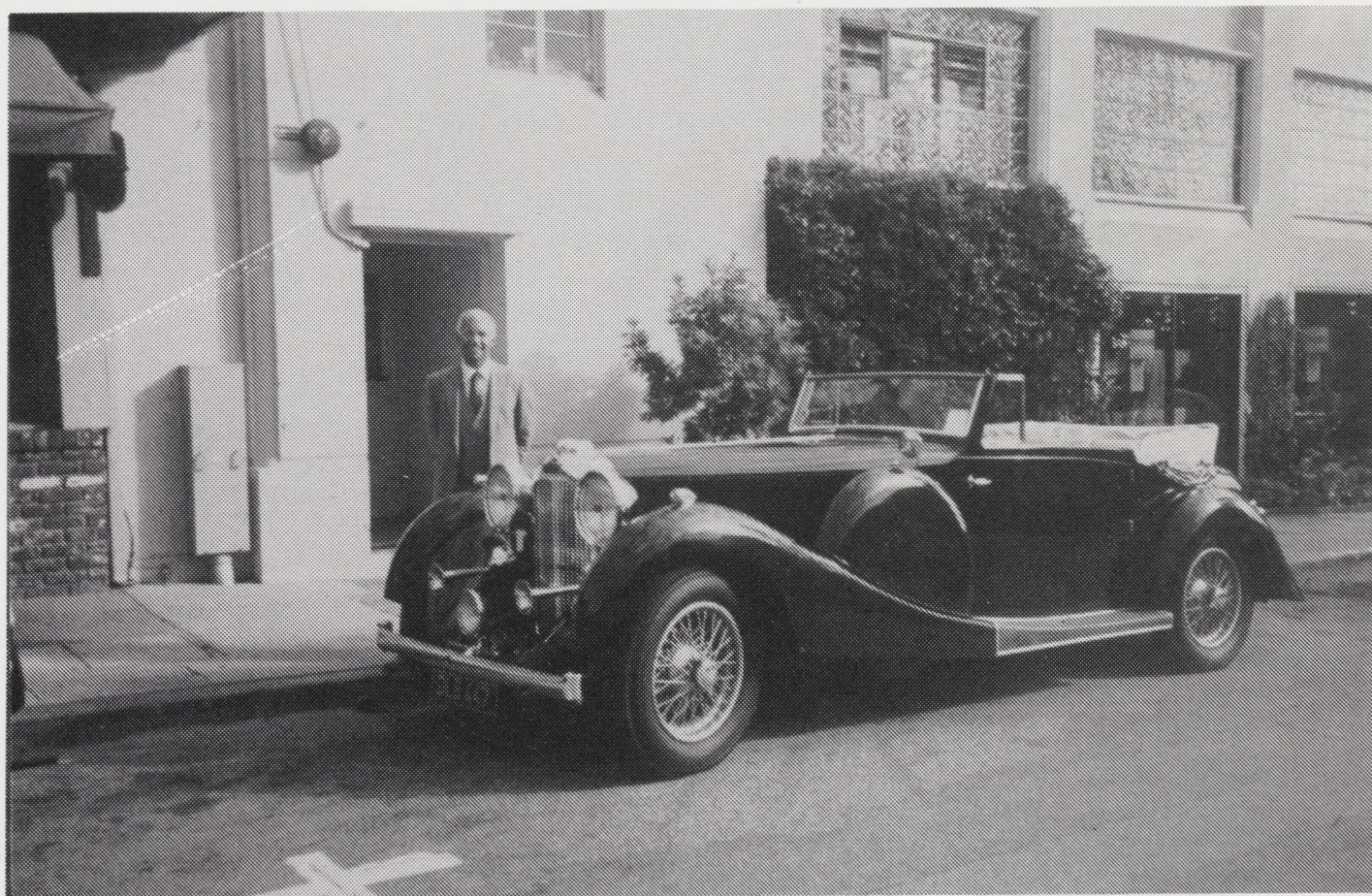
And it was the prospect of making far more secure money from commercial and industrial diesels which attracted the company away from Lagonda Cars.

At the height of the small engine production at Staines we were actually turning out 2,300 AV1 and AV2s a week and that was about 1949. . . which was where I left for Wales and I became the co-founder of Firth Cleveland and the developer of the Fram Filters made from mixed fibre pleated sheets.

Not paper, not cotton, a special and very intricate membrane made of a mix of five different fibres . . . and used now for air cleaners, oil filters and many other applications.

That's another story altogether and a very interesting yarn in itself . . .

JOHN D. BERRIDGE



Paul Lamb of Carmel, California with his LG45 DHC.

The Lagonda Club Annual Day, Swim-In and A.G.M

SATURDAY 24th September was, as you are all well aware, wet. In spite of this about 43 Lagondas and sundry other cars, both ancient and modern, splashed their way to the Weston Manor Hotel, Weston on the Green, for our Annual Club Day and Annual General Meeting. Those who attend regularly will know that the formal bit, the A.G.M., is only a tiny and, for many, an insignificant part of the day's proceedings. The important parts come first, when owners can lie about their cars, admire the other Lagondas present and purchase all those spares which they had intended to buy ages ago, but never got round to ordering. In spite of the damp conditions, the spares and regalia stalls did excellent business and many, but not all, of the assembled multitude took the opportunity to examine the cars in detail.

They were encouraged in this by the Committee's latest fiendish scheme to get members actually to DO something, as each car arrived, the driver was given a voting slip and detailed to select the winners for the concours. This so took the majority by surprise that they actually did as instructed and we had a concours decided by popular vote. The only slight snag in this was that by the end of the voting period, most slips were reduced to so much papier mache, the only dry slips being returned by those clever enough to buy the last remaining umbrellas from the Club stall.

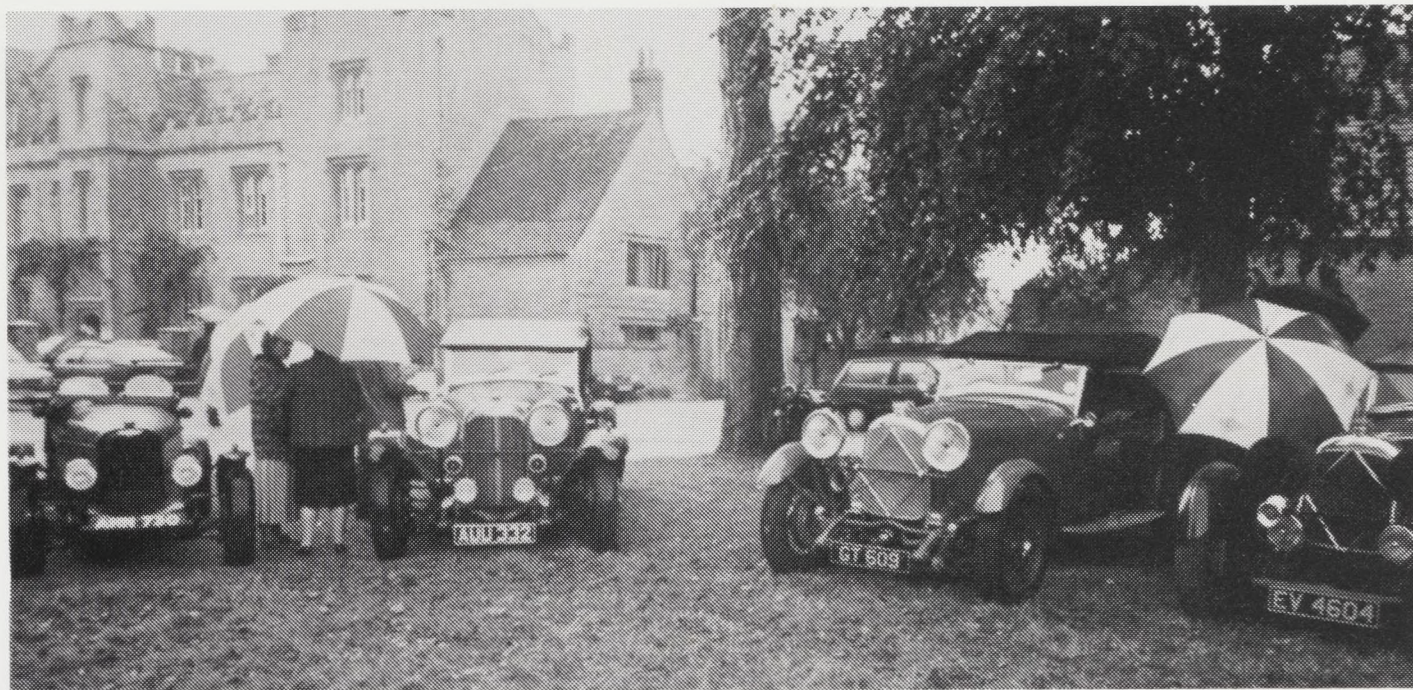
As has become traditional, the hotel had booked in a variety of events to keep us all from becoming too bored, but what the wedding guests thought of scruffy, wet and sometimes oily strangers traipsing through their part of the hotel to reach the loos wasn't recorded. The one valiant lady

doing duty in the bar managed to keep most of us both fed and watered, so to speak. Our spies tell us that several of our members never left the warmth of the hotel bar during the boring bit, so, for their benefit, here is an informal version of the new company's first formal meeting.

Once again, the hotel staff showed that they can plan ahead down to the smallest detail and when they were asked where the AGM was to be held, they did a quick soft shoe shuffle behind the scenes and directed us to the squash court. This would have been fine if there had been enough chairs, so perhaps the valiant lady in the bar had been briefed to keep as many of our members there as possible, but had misjudged the high moral tone and sobriety of the Club.

Our President, James Crocker welcomed members to the meeting, particularly Mr and Mrs Rudy Wood-Muller from New York. He went on to thank the Committee Members for their work on behalf of the club and congratulated Geoff Seaton for his superb new Lagonda book. James is a man who knows how to stand up, speak up and shut up, so he quickly handed over to Jeff Ody, our Chairman.

Jeff pointed out that this was the first AGM of the Club as a limited company. It had been a busy one for those involved in setting up the company and had been an important one in that it saw the publication of the new Lagonda history. The changes in the spares scheme, with John Oliver handling the stocking and distribution, was working well and smoothly. Now that we are a limited company it would be necessary to formalise the membership of the Committee, a piece of legerdemain he



The umbrellas say it all . . .

Photo: Alan Rendall.

performed with consummate ease a little later in the proceedings.

Valerie May could not be present, so her report was read by Richard Hare. She thanked Alan Elliot for all his work in sorting out the complexities of VAT and pointed out that the Committee meet monthly in London, so a number of members travel quite long distances to attend, she hoped on their behalf that the decisions they took were in the Club's best interests.

Membership now stands at about 720, slightly up on last year and there is no doubt that the Club served a very real need, both for the spares service and for the social side of Club membership.

Sales of Club books and regalia continued to be healthy, although a new supply of LG 45 instruction books was awaited. A new badge for concours winners had been introduced and would be used for the first time today, tankards would still be awarded as applicable to the major award winners.

Changes were also announced in our American and Australian representatives, who do such sterling work on behalf of us all. Harold Happe, who took over as American representative after the sad death of Bob Crane, now wished to hand over to another member. Selection of a successor was in hand, but had been

delayed by the postal strike. Bernie Jacobson, our Australian representative had also given up this role and a new appointment was imminent.

A brief resume of this year's events followed, but as they have all been reported in the magazine or the newsletter you must dig out your back numbers if you want to be reminded of what happened.

Jeff said that Valerie would like someone to help with the stocking and posting of Club regalia and back issues of the magazine. What was needed was for someone to store the holdings of Club stocks and to post them to members as instructed by Valerie. This mail order service could be run from any part of the country, so isolated members might think it an appropriate way of becoming more involved in Club affairs. The Committee, sitting at the front of the room, were in no danger of being knocked down in the rush to step forward and help, so there is still time for you to offer your services.

The editor then made a series of veiled threats to turn this magazine into an outpost of the Maserati Club magazine if members didn't supply copy and photographs. Several members took this so seriously, they were spotted after the event forcing a variety of photographs into his eager hand. One can only hope that they were pictures of our sort of cars.



"I'm not asking for a fiver, I'm not asking for a pound, all I'm asking for is your pink forms!" Bryan Hyett practising his AGM speech.

Photo: James Crocker.

Arnold Davey announced that the new register of members was virtually ready for printing and would replace a future issue of the magazine, but a little bird tells me that it is now planned that we will get both the register and a full complement of magazines. Goody!

A new system for repeating 'spares for sale' advertisements in the spares list until such time as the seller notified John Oliver that the item was sold was announced. This should do much to reduce the frustration of sellers when their treasures are not sold immediately and of owners who know that someone was offering just the bit they now need, but can't remember when it was advertised.

John Batt gave an excellent review of the year's events and asked for all award winners to send their claims to him so that the engraving could be done. This report will probably be printed too late for you to take advantage of this if you weren't at the meeting, serves you right for missing it.

The area reps next gave their reports, there is a great deal of activity in many parts of the country, so enthusiastic members should never be lost for

something to do during the spring and summer. Admittedly the weather had not been very kind this year and some venues were becoming very expensive, but in spite of this, Club events had been pretty well supported.

John Oliver reported on the spares scene, he was becoming increasing proficient at guessing which spares members were going to need next, but would still appreciate it if they would actually let him know what they would like him to stock. He had brought lots of good things with him and business both before and after the AGM was pretty brisk.

Bryan Hyett said that membership was up this year, we lose some every year, but new members more than made up the shortfall. Once again he explained in words of one syllable just why it was important that members returned the pink forms. They aren't a cunning ploy to bring in more revenue, but are a legal requirement, following the Club's becoming a company limited by guarantee. Technically, members who failed to return the form were ineligible for membership, even if they paid their subscriptions. Just

think, for the lack of one piddling little signature, you could be deprived of reading this deathless prose.

Alan Elliott presented the Club account's but as nobody really understands a balance sheet, he was given a fairly easy ride. When he described how subscriptions are rated at 9.1% because most of the income from subs goes on non-VATable items like the magazine and newsletter the general consensus was that he deserved an easy ride anyway, so the accounts were passed before some idiot asked any difficult questions.

Whilst everyone was still totally confused by the complexities of the accounts, Jeff Ody slipped in the list of serving Committee members and asked for a block vote to elect the lot. This was done with unseemly haste, in case any of those nominated took fright and withdrew their names at the last moment.

The last formal bit of the meeting was to approve the change in subscription for this year. The Club financial year has had to be changed to fit in with the formation of the new company, so the subscription covers us for nine months instead of the normal twelve. This eliminates the need

for dozens of changes in standing orders and will enable Bryan and Barbara Hyett to retain their remaining sanity for a further year at least. Seems like a bargain to me.

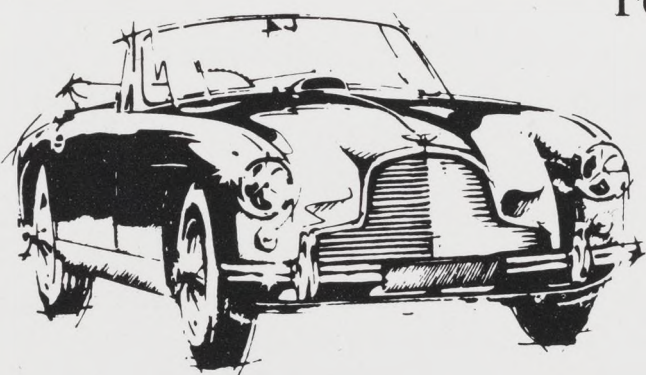
The official bits over, Robbie Hewitt spoke 'from the floor' (although she was one of the lucky ones and actually had a chair) and said that she thought the idea of everybody judging the concours was a good one and hoped that it would be repeated in future. Jeff Ody asked if members would be happy to return to the Hotel for next year's AGM, despite the way we have been treated by them. The general view was that we should return and it was agreed that the squash court was quite a good room for our purpose, provided that enough chairs could be provided. So don't be surprised if next years event takes place in the middle of an international Squash Festival or something.

Brian Cooke proposed a vote of thanks to the entire Committee for all their work on behalf of the Club and the meeting was declared closed. The hotel had the last laugh, they served tea for those who wanted it—but provided no cups!

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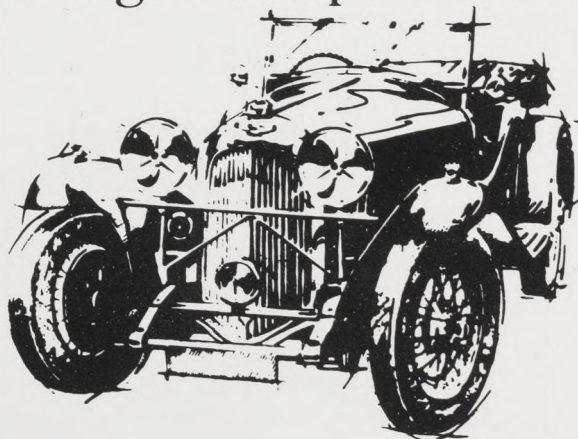


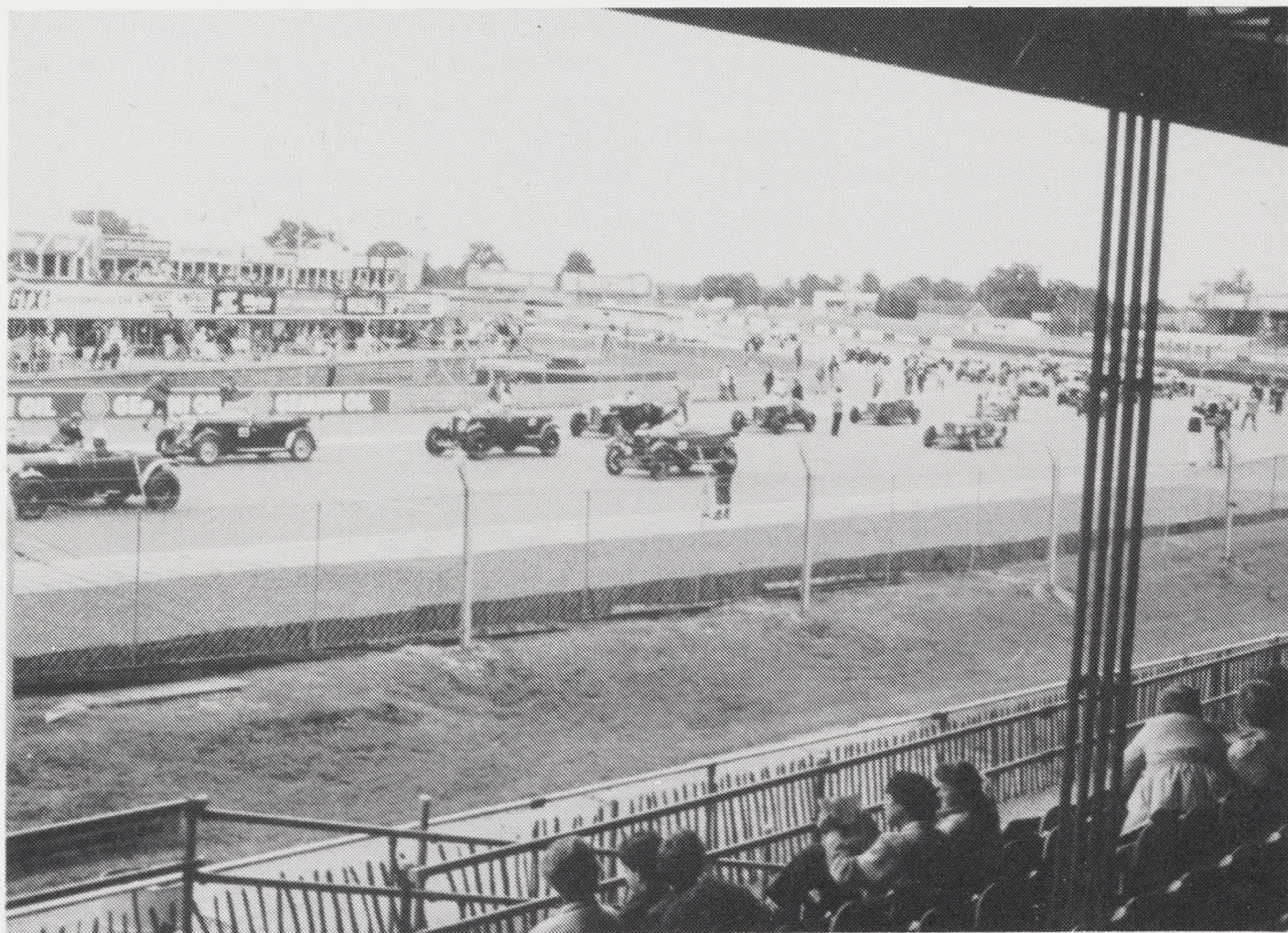
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Bentley Drivers' Club Race Meeting, Silverstone 27th August 1988

AFTER THE TROPICAL conditions at Prescott this year, it was a pity that the wet and windy regime had to return, particularly as this was the last time, after 40 years, that the BDC would be assigned this August date; a more lucrative offer for this weekend, which they could not refuse, has been received by Silverstone Circuits. Consequently the fixture will be moved to Sat 30th September for next year—at least it will not clash with Cadwell.

The day dawned wet (as per the forecast) and those of us who had arrived the previous afternoon and completed our scrutineering, were greatly relieved. My Replica 2-litre HC Works car passed without problem—although Terry Rogers

the Scrutineer did find the steering box bracket bolts a trifle loose—a point to check on periodically!

I was entered for Event 3, the Bentley/Lagonda 5 lap Handicap, in company with Nick Morley and Martin Ingham in LG45 Specials, Len Thompson and Dennis Keen in Rapiers, (the latter the ex-Ron Kerridge special) and, in 2-litres, Colin Bugler and, surprise(!) David Crow in a T7 bodied 16/80. The last occasion on which one of these much underrated cars took part in the BDC Race was 15 years ago, when my own faithful AYM 703 ran. Across the other side of the world at that time, your editor, I recall, was campaigning his 16/80 with great verve in

the Singapore Grand Prix! (Only in a support race to the main event though! Ed.)

The rain cleared in time for practice and off we went, Colin staying a respectable distance behind me, lest the handicappers should give me an undeserved advantage! In the event, they gave me a 5 secs lead, so it was all in vain! David Crow, however, contrived to practice with this hood up (see photo), touring round at a leisurely pace and was rewarded by receiving a 10 second advantage over me! All the 2-litres received a credit lap.

The race was great fun and the High Chassis Team Car, in her first road race, seemed thoroughly to enjoy the experience, cornering fast and very steadily. I could have done with a bit more

steam in the back straight as I was only gaining 100 yards or so per lap on that fleet-footed 16/80—not enough to make up 10 seconds. My speed on that straight was about 70 indicated, compared to 80 on the Mulsanne Straight at Le Mans in June, on the Pirelli Cavalcade. But the latter straight is somewhat longer!

I was, I think, lapped by most of the big cars and Colin overtook me on the last lap. Despite this fact he was placed behind me in the results. Sorry Colin! The race was won overall by Tim Llewellyn at 71.95 m.p.h. and Martin Ingham came a very creditable second, ahead of all the Mark VI Specials, Stanley Mann in his 3/8 etc. Congratulations Martin! David Crow, would you believe, came fifth overall, second Lagonda!

LAGONDA HANDICAP RESULTS

Pos'n	Driver	Car	Time	Best Lap	
1	Martin Ingham	LG 45 Special	7:51.8	1:27.4	68.34
2	David Crow	16/80 T7	7:58.6	1:52.4	51.50
3	Nick Morley	LG 45 Special	7:58.6	1:25.5	67.71
4	Dennis Keen	Rapier Special (S)	8:02.0	1:42.9	56.26
5	Ian Thompson	Rapier Special	8:08.3	1:17.9	74.31
6	Dick Sage	2 L HC Team Rep	8:08.3	1:51.7	51.82
7	Colin Bugler	2 L LC	8:11.5	1:43.5	55.93

How about having a go yourself in September 1989? 16/80's are favourites!

DICK SAGE

Craftsman



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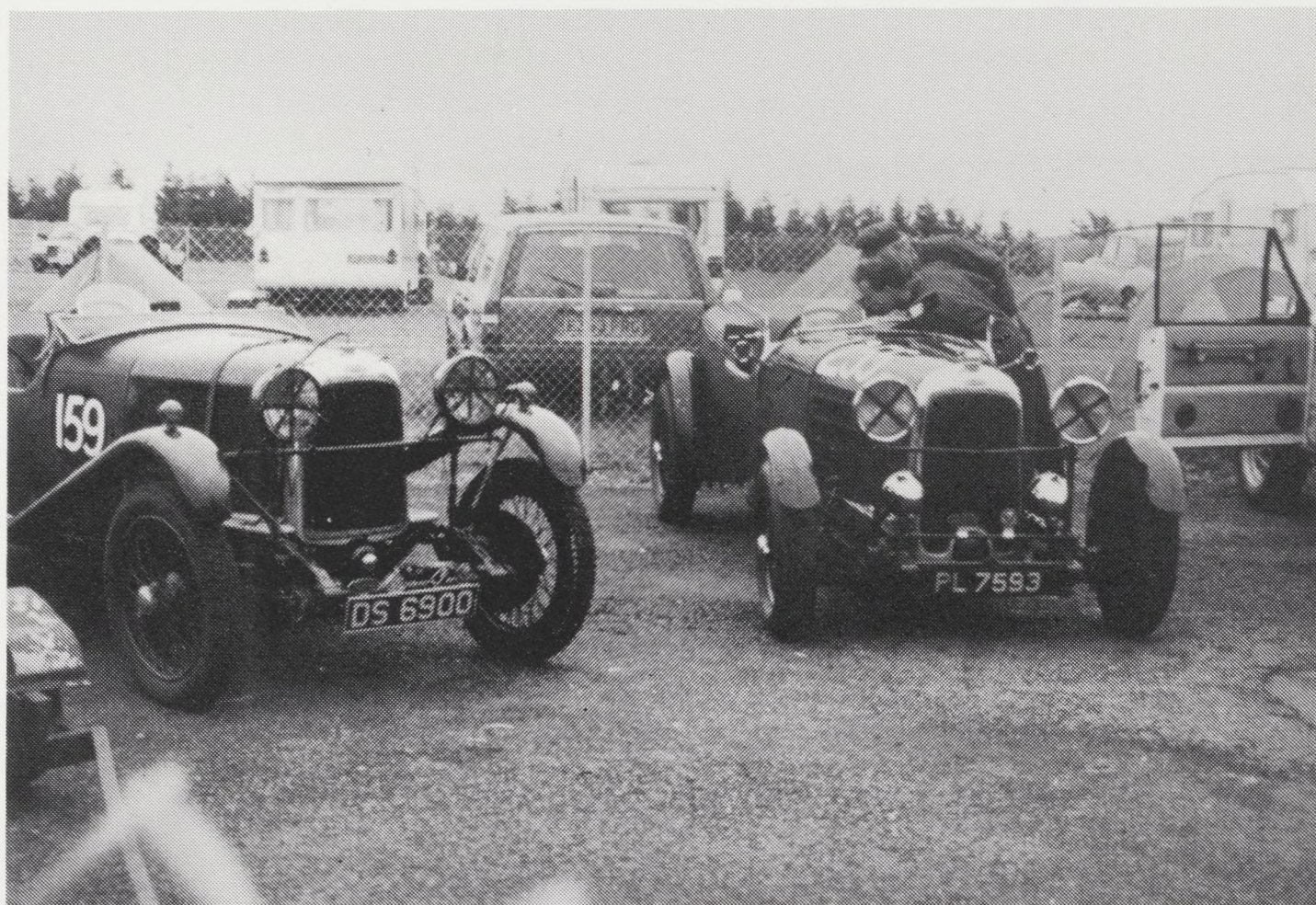
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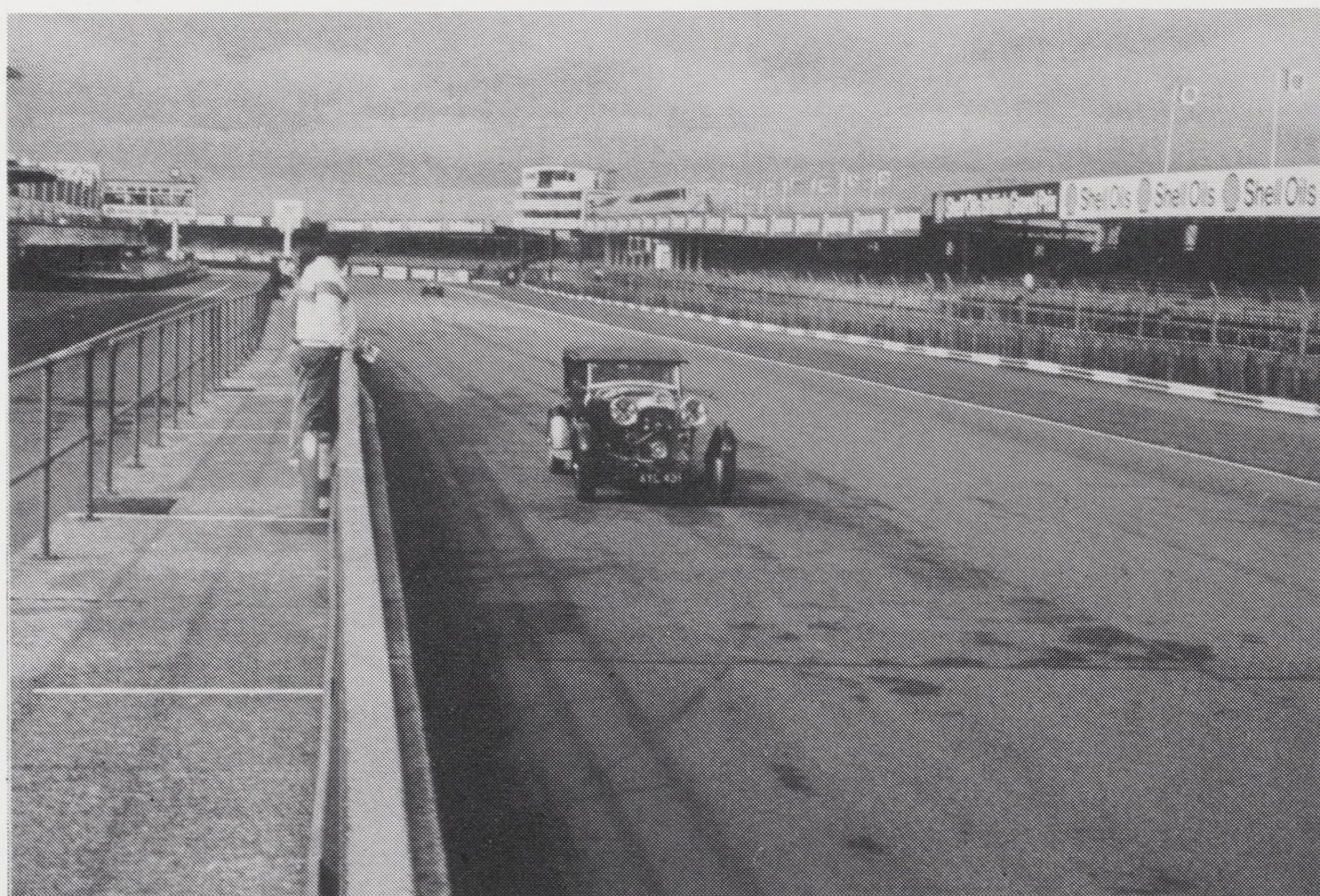
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In the Paddock, Bugler's maintenance.



David Crow practicing with his hood up—in case he should get wet!

Jottings from the Chair

THE BIG PUSH at the end of Summer 1988 was to get the M45 ready for the AGM on 24 September. Holidays, foreign travel and Alan Rendall's Commitments (Alan was providing essential help) prevented the job being started until a fortnight beforehand, and we had ambitiously decided to go for a simultaneous rear springs and differential job. The sorry state of the spring Silentbloc bushes had become obvious in France earlier in the year, and the work had been put off to coincide with the restoration of the diff unit, with a new 3.3 Rapide CWP. This was provided by Alec Downey from the earlier Club batch, but more are in production again now.

I described last time how the standby 3-litre assembly had suffered in the half shaft department, so its replacement was not before time. We had to cannibalise a 3½-litre unit with broken gears to obtain a sound casing, which we amalgamated with the original differentiating assembly and the new CWP. To accommodate 4½ taper rollers in the 3½ casing required grinding off the OD of the bearings (the factory opened out the aluminium casing instead, to get the additional clearance) by about 200 thou, as well as facing them to increase the lateral clearance for pinion mesh adjustment. The 3.3 gears involve a larger pinion (by one tooth) which increases the offset of the crownwheel, and also required the thrust bearing nosepiece to be ground off to clear the edge of the repositioned crownwheel.

Apart from all that, the conversion is quite simple: contrary to our fears, the banjo casing does not need modifying to accept the new unit. With my encouragement to greater efforts, at after three in the morning, Alan did a superb job on setting up the CWP meshing, and by five o'clock, 30 hours before the AGM, we

had both managed to get home for a couple of hours sleep.

The springs were tiresome rather than challenging. I had managed to locate some approximately similar Silentbocs from Antivibration Methods of Warminster, which would fit the larger front eyes of the springs by boring out their inner sleeves (the bolts are larger), and the smaller rear eyes by turning off the outer diameter.

The reduced wall thicknesses made interference fitting a bit dicey, but it worked in the end and the car is transformed. The springs themselves did not appear to have dropped, as they both measured 7¾ inches from eye centres to top leaf, with only an eighth of an inch or so difference between them. Both were stamped with the Z 3003 part number too, which was pleasing. The combination of the higher axle ratio with the rebushed springs has made the car nicer to drive, and more positive looking, even though there is only a fraction of an inch in it.

Getting the spring pegs to match up to the axle pads is a bit of a chore, but it can be made easier by jacking the springs up towards the chassis and making the final sliding adjustment with the axle itself.

The AGM itself was a rather pleasant washout. The rain started in earnest as we approached the Weston Manor, and eased up as we left around 5.30. We avoided tramping mud into the hotel, because we were relegated to the squash court (sic) for the formal meeting. A higher yielding wedding, complete with vintage RR had bumped us from the proper room, but by that time the rain had made us grateful for any dry space, and we swallowed our pride and had a quick and satisfactory meeting. The approach roads, the parking, bar and picnic facilities make Weston Manor a good location in other respects.

PUB MEETS

Midlands: *Third Thursday in each month at the "Green Dragon", Willington (just off the A38 between Derby and Birmingham).*

Southern: *Second Wednesday each month at 8.30 p.m. at the Windlemere Golf Course Club House, West End, near Lightwater, Surrey. (Near the junction of the A319 Chobham Road and A322. Exit at Junction 3 if approaching on the M3). Alec Downie is the organiser.*

Northern: *Joint Lagonda/VSCC meet. Third Thursday in each month at the "Floating Light" nr Marsden, on the Lancashire/Yorkshire border.*

London: *Jointly with the B.D.C. on the third Tuesday each month at the "Bishop's Finger" in Smithfield. Easy parking.*

North East: *First Wednesday in each month at "Pipe & Glass" South Dalton, between Beverley and Malton. Map reference: 965 454, Sheet 106.*

Glamorgan: *First Thursday with the VSCC, Court Colerman, Glamorgan.*

Dorset: *First Thursday each month at the Frampton Arms, adjacent to Moreton Rly. Stn. on B3390, Bere Regis. Map reference 780 891, Sheet 194.*

North Wilts/Avon: *Second Tuesday each month at "The Shoe", North Wraxall. (On A420 between Marshfield and Chippenham). Contact Editor for details.*

Copy instruction books:

16/80, 2 lt. H/C, 2 lt. L/C, 3/3 1/2 lt., M45, LG45, LG6, V12	£5.00
Copy, Meadows Engine Catalogue	£2.50
Car Badge	£9.20
Lapel Badge—oval, brooch fittings	£1.25
Lapel Badge—winged, pin fitting	£2.50
Tie—blue or maroon Terylene	£4.60
Key fob	£1.85
Overall badge	£2.10
Magazine Binder (holds 12 issues)	£3.75
Short history of the Lagonda	£0.75
V12 "Trader" sheets	£0.75
Scarves (long, with badge)	£8.65

Cadwell in Brief

ALL MORNING it rained and rained, but marshalls and competitors had to carry on practicing. However, the weather did improve to dull but drying for the afternoon's racing. First race started about 45 minutes late, fourth race was just over an hour late, but the last race only 55 minutes late.

All credit due to six Lagonda drivers persevering in their five cars. Harris in his well-used Rapide Special and both J. Morley and N. G. Morley in their newer LG45 Special, with Fidler, Rowe and Thompson driving their three Rapiers.

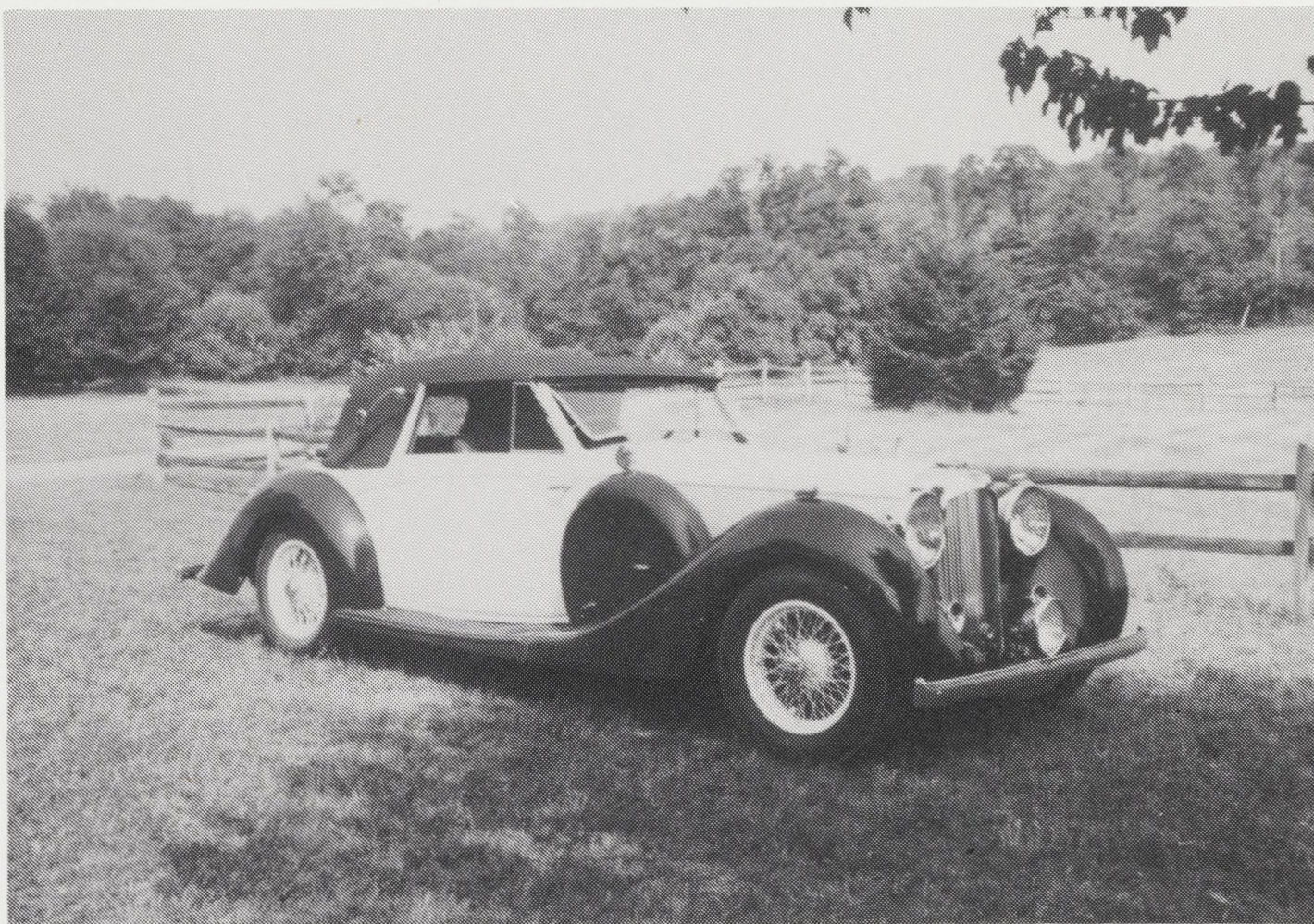
Race 4, a five-lap handicap, had most Lagonda interest, having all three Rapiers

in combat with the Rapide, which seemed to be rolling about on jelly-like tyres to this particular marshall's way of thinking. The four cars finished 3rd, 4th, 6th and 12th in the order of their best lap speeds, Thompson (61.42 m.p.h.), Fidler (59.32), Harris (57.74) and Rowe (50.69), who had earlier returned 50.60 m.p.h. in Race 1. In Race 6, N. G. Morley was in second place with 57.11 and in the last race J. Morley was tenth (53.50).

Not the best of Cadwells!

It was interesting to see that John Harris and his Rapide Special became the official Course Car at Donnington, three weeks later.

HERMES



Harold Happe's 1939 LG6 DHC.

Photo: Harold Happe.

Letter From America

WE SHOWED our 1939 Lagonda for the first time in six years at the Grand Classic Car Show in Baltimore, Maryland on July 8th. We took a first prize in our class—Pre Primary—no more than 90 points. Bill Adamson took a third prize in the Primary Class, so, needless to say, we are both happy, since you seldom see Lagondas shown in Grand Classic. We are anxious to hear what the other sections did the same day (July 8th). This event is held throughout the US. Our region is part of the Chesapeake Region on the East Coast of America.

So now Harold wants to continue restoring so he can get up the Senior Class and achieve 100 points or near that. We

finally, after three restoration shops, have gotten this far. At our first shop, the owner turned out to be an alcoholic so, needless to say, that work had to be redone. The second shop did not know too much about Lagondas, but tried to correct all the first one's mistakes and put it together. The third one, by name of Al Pruiett & Sons in Pennsylvania did the final job and here we are now . . . Al has been known for restoring 100 point cars such as Rolls Royce and Duesenbergs, so we were happy he considered ours. One must learn the hard way and the expensive way! We still love our hobby! Our son Bruce has his Aston Martin DB5 in our garage also.

PEGGY HAPPE

Lagondas in Southern Africa

I HAVE NOT been able to update the list of Lagondas in South Africa, despite a number of letters, both from myself, Carl Forssman and Gordon Strauss, to those owners of Lagondas who have not bothered. Gordon has actually spoken to Bryan Parker and Henry Bessenger on the telephone, but to no avail. Rest assured, I will take up the mantel once again and see what I can do. In the interim I list below the information I have at present.

We do have a loose association with the local AMOC and attend some of their functions on the basis of giving them a donation; but until I can guarantee some more active interest, this association must remain as it is. One of the problems in the RSA is that the Lagonda owners live a long way from each other and that we lack the country pub as a venue where we could

meet; the attitude being that we could inspire these people to bring their cars out into the sunshine if there was a beer in reward.

Jan Hoogendoorn's car is back on the road and is very smart, the tragedy only is that it is no longer in its original condition. Carl Forssman is still going to work on the M45 'next month', which he has started saying twenty years ago, and the V12 starting next year must hence remain under wraps. The M45 is so close to completion that it really needs about six weeks' concentrated work to put it on the road. We have tried to persuade Geoff Maeder to sell his M45 in pieces, but also to no avail—he is due to retire shortly so, hopefully, he may receive divine inspiration to assist with the task.

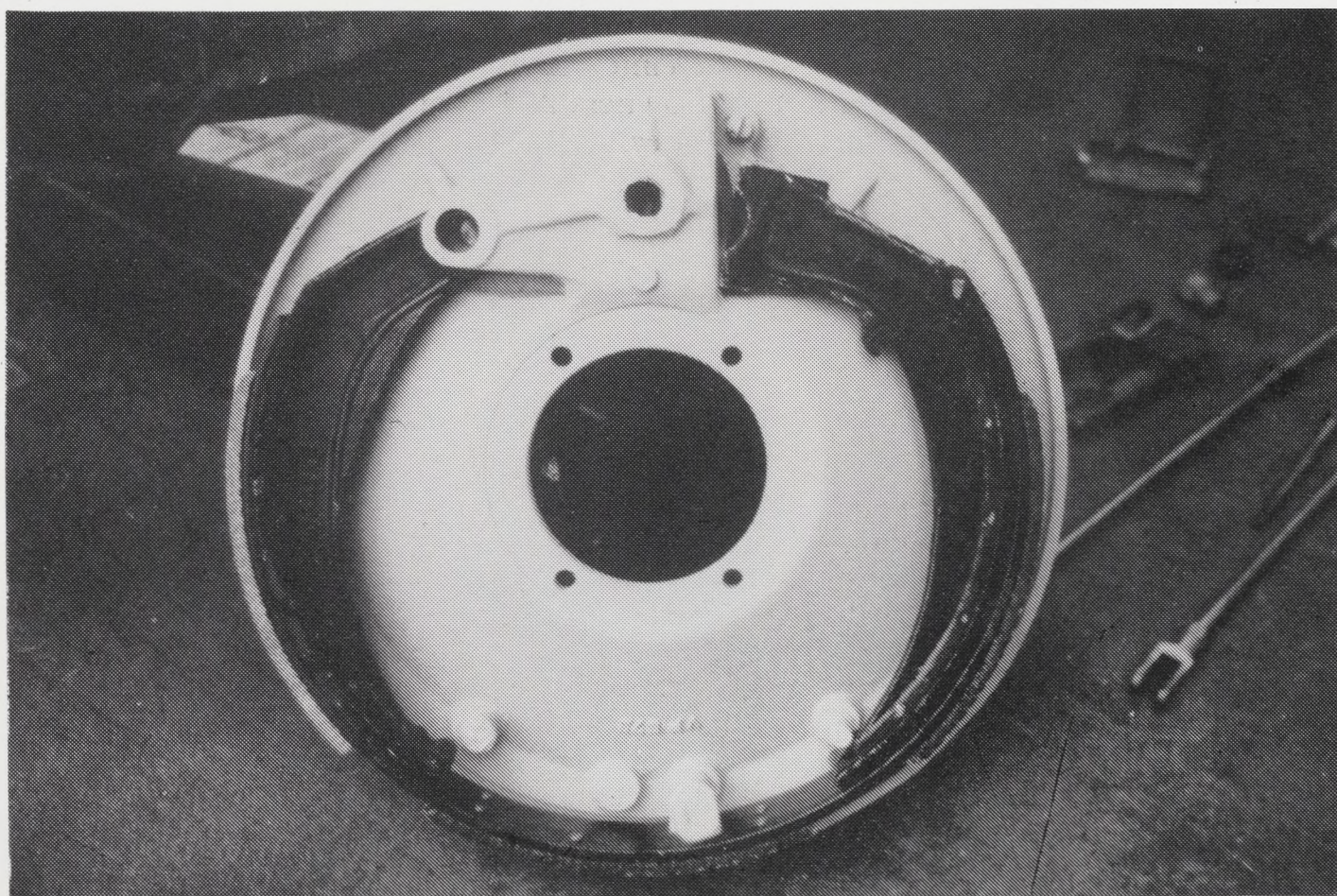
PETER VOWLES

Lagonda Owners in Southern Africa

The list below is preliminary because detailed information is awaited from some owners but is thought to be complete in terms of owners and their cars. A detailed register is being prepared and will be forwarded later.

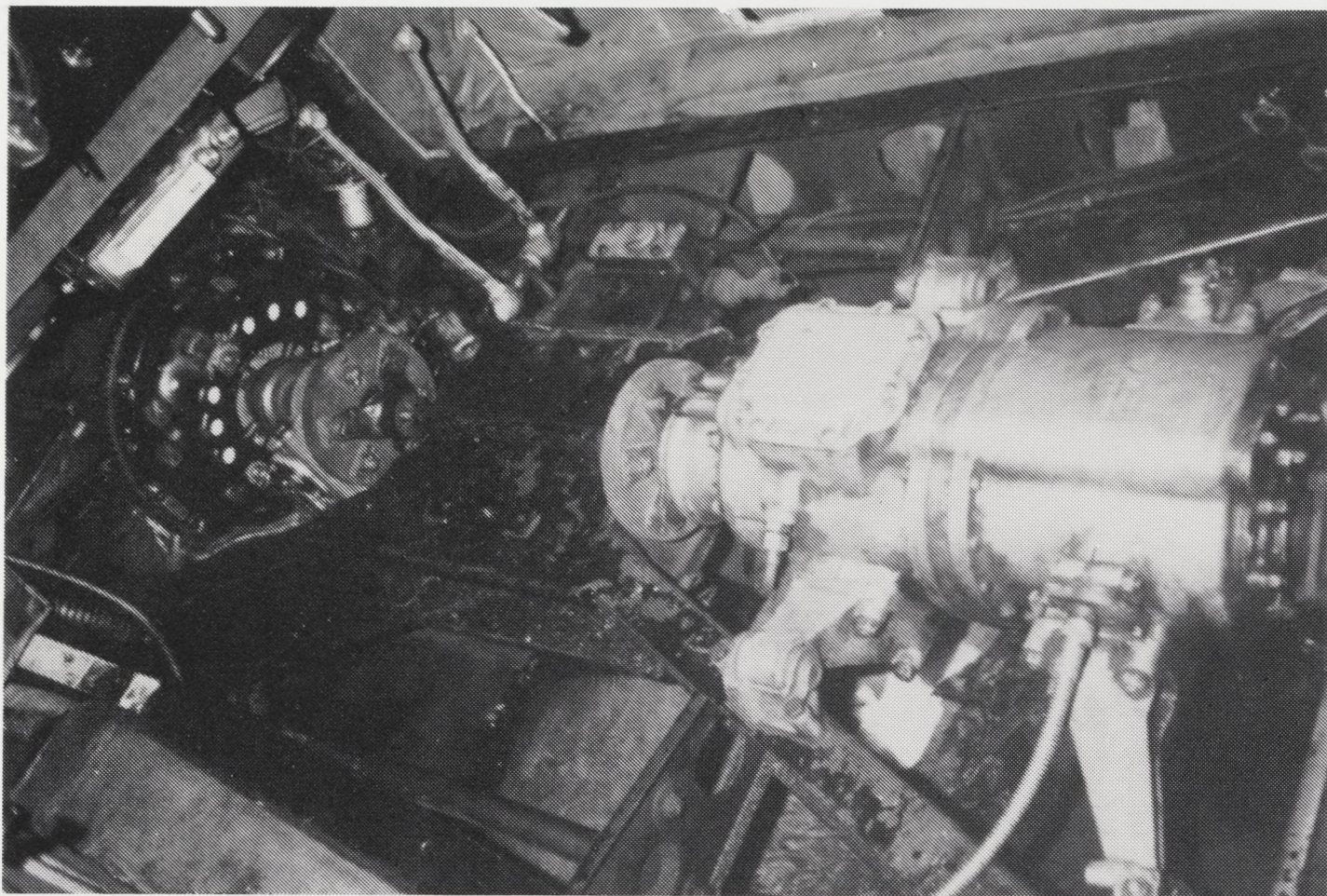
OWNER	TELEPHONE NO'S	ADDRESS	CAR & CHASSIS NO	REMARKS	LAG CLUB
H J Bessenger	011-53 7348 (H) 011-615 7795 (W)	6 Briggs Lane Bedfor View 2008 JOHANNESBURG	1938 V12	Details awaited	Was
F Blaeser	01531-3998 (H)	Box 155 NYLSTROOM	1936 LG45 Saloon (SB3) 12220	Good running order	Was
P T Crowley		15 Hudson Street CAPE TOWN 8001	1932 3-Litre Tourer	Details awaited	No
C Forssman	012-65326 (H)	11 Blesbuck Ridge IRENE 1675	1934 M45 Saloon (ST34) 10989	Restoration in progress	F.20
C. Forssman	012-65326 (H)	11 Blesbuck Ridge IRENE 1675	1938 V12 SDV 16066	Awaiting restoration	F.20
J C Hoogendoorn	011 678 0276 (H)	58 Donga Ave Berario 2195 JOHANNESBURG	1932 16/80 Tourer (T5) 10302	Unrestored good condition	H.37
G A Maeder	011-787 6289	48 Bridge St Ferndale RANDBURG	1935 M45 (ST34)	In pieces, details awaited	No

R Manton	011-646 1154 (H) 011-788 0200 (W)	202 Mowbray Road QUEENSLAND 2193	1962 4½-Litre	Details awaited	M.14
R S Manton	011-883 2498 (H) 011-899 2492 (W)	7 Parkmore Gardens, Parkmore JOHANNESBURG	1928 2-Litre HC 9186	Restoration in progress	M.14
W L D Player	Harare 362146	P O Box MP58 Mount Pleasant Harare ZIMBABWE	1938 V12 DHC 14048	Concours Car in UK	P.18
G Strauss	011-802 6484 (H) 011-805 2161 (W)	P O Box 11596 JOHANNESBURG 2000	1939 V12 Saloon 14033	Good condition	S.22
D M A Stronge		7 Hampstead Road Highlands Harare ZIMBABWE	1936 LG45	Details awaited	S.70
R V Twentyman-Jones	021-77 4900 (H)	49 St Joseph's Road, Plumstead CAPE TOWN 7800	1927 2-Litre Speed Model 9187	Unrestored, good condition	Was
T D Twentyman-Jones	021-417 1700 (H) 021-243 210 (W)	4 Crown St Observatory CAPE TOWN 7925	1928 2-Litre HC 9352	Unrestored, being reassembled	No
P C D Vowles	012-63 2953 (H) 011-927 2118 (W)	34 Chatham Road IRENE 1675	1932 2-Litre Continental (T4) 10137	Unrestored, good condition	V.7
B Porter	021-717771	Little Abbots Rhodes Drive Bishops Court CAPE TOWN 7700	L66	?	No

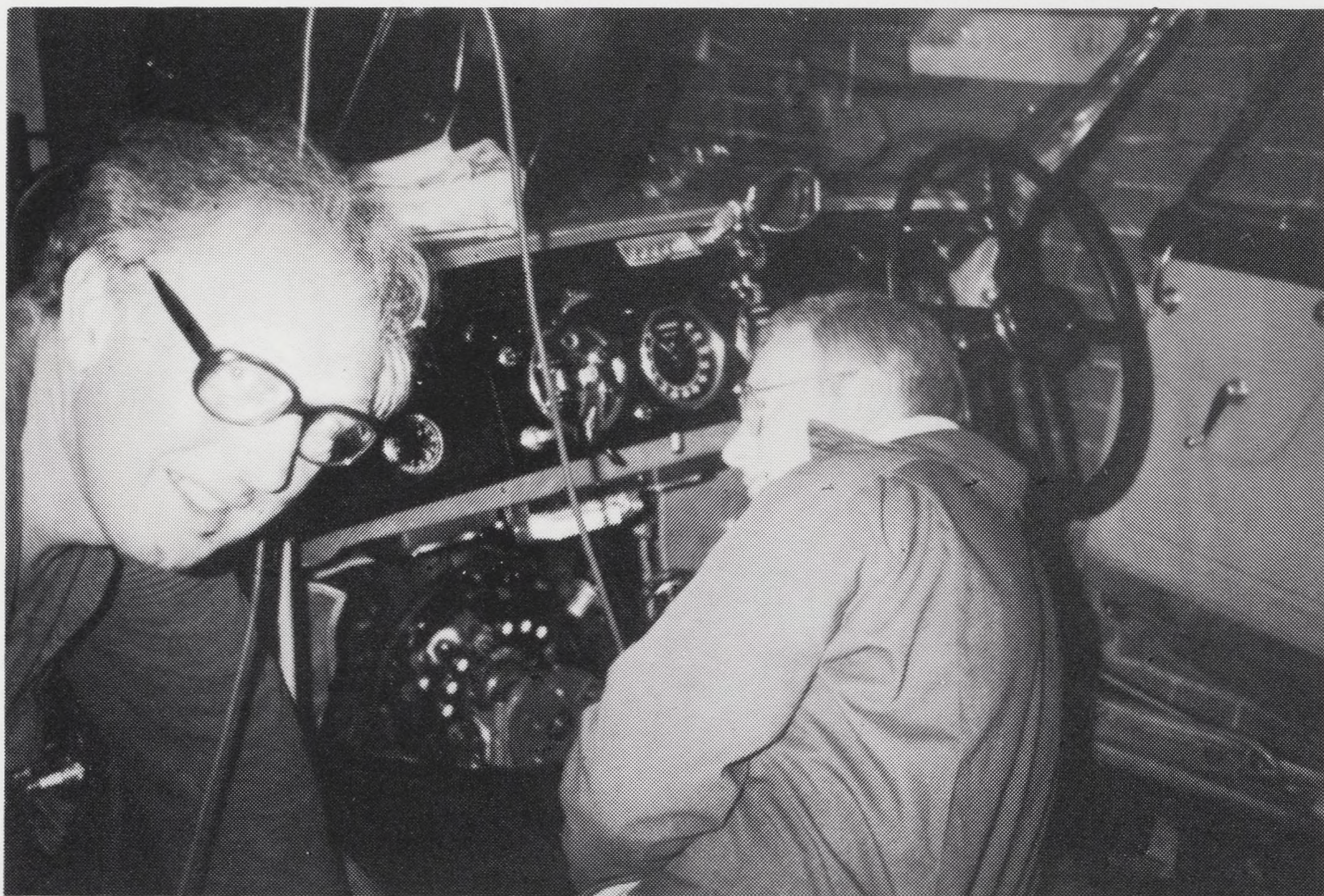


An oddity! These brakes are on the ex-Dennis Keen-Malcolm Bishop 1929 HC 3-litre. They appear to be original—A “crib” off Bentley?

Photo: John Oliver.



Michael Valentine's rebuilt V12 clutch with all the mechanical bits back in place (see article in issue No. 135).



Heavy work! delving into the mysteries of the V12 clutch. Michael Valentine supervising!

Nursery Rhyme Update

Stevie, Stevie, Wonder
Whither do you wander,
Up hill and down hill
In your old Lagonda.
There you met une jeune fille
All the way from France,
Who at the A.G.M., won
The Concours d'Elegance.

BRICKLER

IRREVERENTLY dedicated to Stevie (Wonder Boy) Lewis, winner of this year's Concours d'Elegance:



Two Ways of Combatting Tramp

FRONT AXLE tramp appears to affect many low chassis 2-litres during braking. Dick Page gave an account of his experiences and solutions in an earlier magazine (Spring 1958). In 'A History of the Marque' (p 207) Arnold Davey records cycle wings, which increased the unsprung weight, as one solution to the axle tramp problem.

In the case of my 16/80, which has an identical chassis to the LC 2-litre, tramp was never a problem until about five years ago (n.b. I have owned the car since 1956). I put the freedom from axle tramping down to the car being fitted with 8 disc, alloy Hartford shock absorbers (or friction dampers, to be technically correct. These weighed far less than the usual Hartfords and were apparently competition shock absorbers. Once the tramp appeared, it got worse. It developed if the road surface was at all bumpy, every time I braked for a downhill zebra crossing, or traffic lights.

Bumpy road surfaces are certainly the case in London, where public utilities are forever digging up the road. These days they employ sub-contractors, who do not repair the road correctly afterwards, thereby creating enormous potholes.

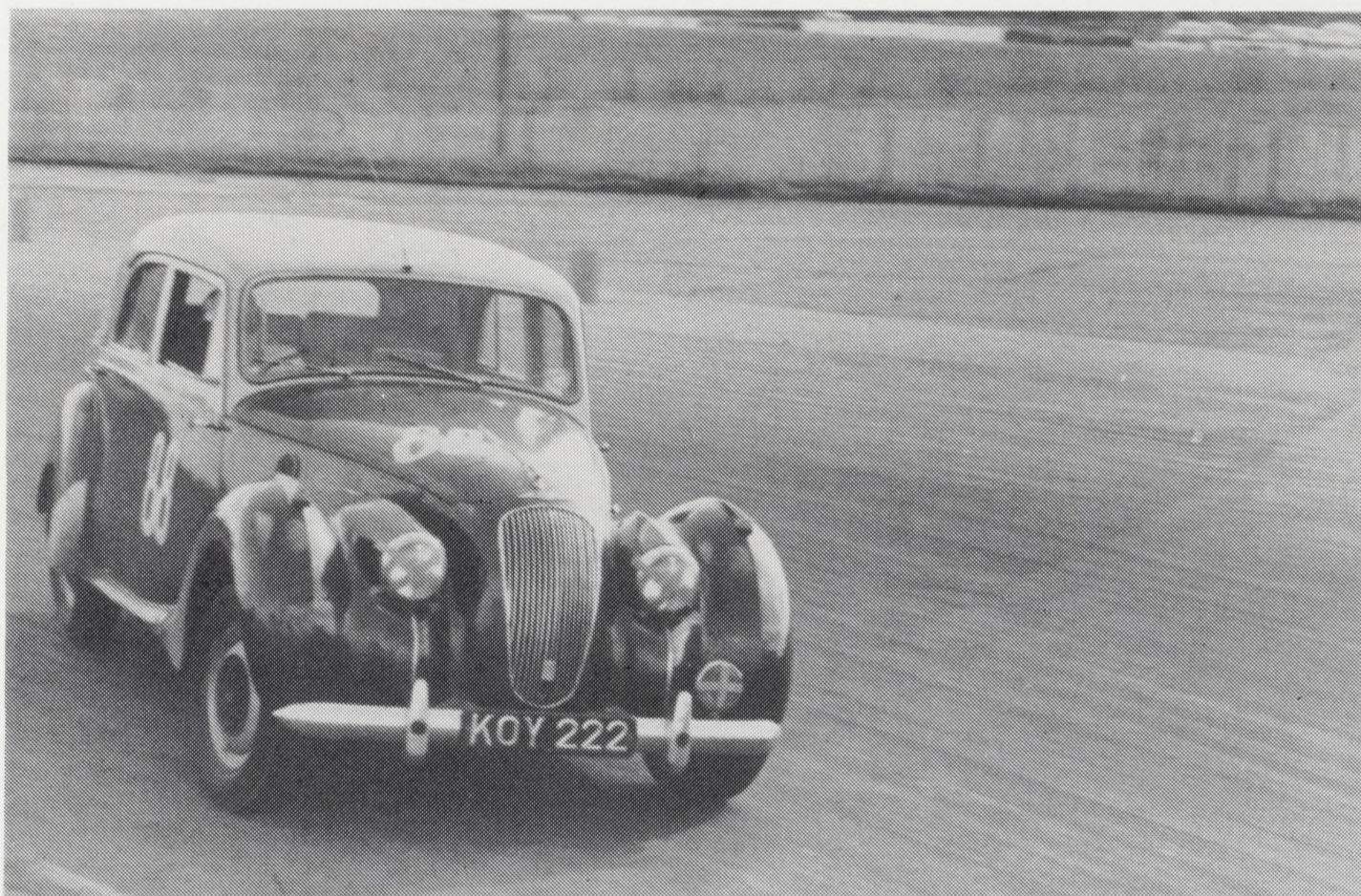
My first attempt to solve the problem was to buy some ferrous, 8 disc shock

absorbers from Paul Beck of Stalham, to see whether the increased unsprung weight solved the problem. It did not; but I needed 2 new shockers anyway.

My second attempt was more successful. It had been some time since the rear brakes had been relined, although not down to the rivets, they were worn to such an extent that the cables were at, or even past the point of maximum tension adjustment. Since the car still passed its MOT, I first thought that the cables had stretched. They probably had. However, it meant that a large part of the braking was on the front wheels and was, perhaps, causing axle tramp under heavy braking. New brake drums from the Club Spares Scheme provided a temporary solution to the cable problem and also provided balanced braking. However, the car still tramped under heavy braking.

The car did not tramp before, so, extra potholes apart, why did it tramp now? Perhaps, if the brakes were relined, this might cure the tramp and also enable the rear brake cables to be correctly adjusted for tension again.

To my relief, once the rear brakes were relined and set to do a lion's share of the braking, the tramping vanished, or, at



Ron Gee's 1952 2.6 Lagonda nearly out of control at Silverstone. Photo: Ron Gee.



Ron's 16/80 demonstrates understeer! Photo: Ron Gee.

least, it has done for the last 400 miles. Perhaps this simple solution is too good to be true and I am just misleading myself and other readers. But it might be easier to reline the brakes than to modify the car mechanically, so I think that it is worth a try.

One problem with respect to re-lining was ascertaining and obtaining the correct thickness of brake linings. I suppose I ought to have consulted some of the experts in the Club's Spares Service. However, I tried some London based brake lining manufacturers. Only Ferodo were able to quote the original specification for the linings, so this would seem to be the firm to go to. They have replied with the following specifications for 16/80 and, presumably, most 2-litre lining requirements: Rear 8 shoes, lining LA/6/1. $13\frac{1}{4} \times 1\frac{1}{4} \times \frac{1}{4}$ Rad $6\frac{1}{2}$.

Front 4 shoes, lining ref LA/5/1. $12\frac{3}{4} \times 1\frac{3}{4} \times \frac{1}{4}$ Rad $6\frac{1}{2}$. Type MR Material.

I found the " $\frac{1}{4}$ " thick" relined shoes a bit tricky to fit in the drums. Bill Evans, who has specialist tools to reline his own brakes as well as numerous other engineering tasks, has a roll of $7/32$ " lining material. Since I have the in thick material, I was quite happy to take the time and trouble to fit this thickness, especially as it cured my axle tramp!

Now to the second way of combatting axel tramp. It was certainly damaging my car. Often the radiator slats would come loose and I had to spend two hours removing and refitting the radiator in order to get the slats back into place. Finally, I decided to sue someone. Arnold Davey offered advice as to the responsibility of the Highway Authority and of the statutory undertaking who dug the road up and left a pothole. So, following a tooth-rattling encounter with a pothole near Blackfriars Bridge, I obtained a quotation for removal and refitting of the radiator slats and for new radiator hoses and clips to make the cooling system anti-freeze tight—a total of £70 altogether.

I contacted the Highways department of the Corporation of the City of London, who have responsibility under the

Highways Act for maintenance of the road surface in Blackfriars. After a few weeks delay, they wrote saying that the road had been dug up by one of the Telecommunications Corporations. I contacted the Statutory Undertaking concerned, who, after a few weeks delay, said that the road works had been dug on their behalf by a Limited Company specialising in pipework repairs.

Initial approaches to the Company's local office had no effect. However, a reference library had a book listing details of major limited companies and giving the address of the registered office of the company concerned. Two or three letters to the Company Secretary at the Registered Office complaining of their failure adequately to reinstate the road surface then brought a cheque for £73 (after a further delay of two or three months!). This covered the original estimate, plus the cost of recorded delivery postage, writing paper, telephone calls, etc. Quite a satisfactory way of combatting axle tramp!

At present, umpteen trenches are being dug in the middle of London (and other towns, I expect) by contractors who do not reinstate the road surface adequately to deal with the road traffic of the district. Because very few people take action over damage, it is cheaper for these contractors occasionally to compensate a cyclist for a buckled wheel than it is to correctly fill, tamp, roll and surface the road. Most modern cars can absorb the shocks. Ours can't. So, if it happens to you, what should you do?

Well, follow the procedures that I have outlined. If possible, make your claim for less than £500, then, even if they demand and win a court hearing, they cannot claim for legal representation in court. Limited Companies can only be presented in court by a counsel. This costs them a bomb! Even if you have to commence litigation in court, the Consumers' Association, of 'Which' fame, have a cheap book called 'How to Sue in a County Court' which tells you exactly how to do it. If you need to find a pothole, try any road in Southwark, Camden or Hackney!

RON GEE

In Register

ACTUALLY, this has nothing to do with the Register, but a few odds and ends that have come my way recently might be of interest to the membership, and are, I feel, worth putting down on paper.

Tyre Pressures

The subject came up the other day of how should you adjust tyre pressures when a replica racer body has been fitted, a great deal lighter than the original. Most people use trial and error, but it can save both time and some alarming experiences to go to tables published by the SMMT in the 'fifties and squirreled away by me at the time. Note that they only apply to cross-ply tyres and not to radials.

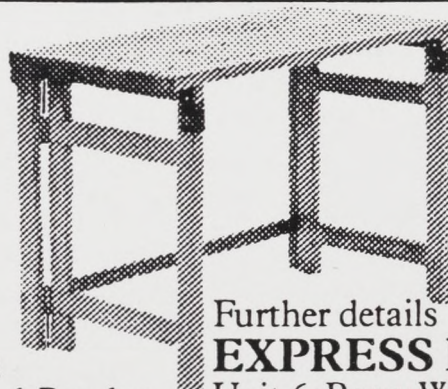
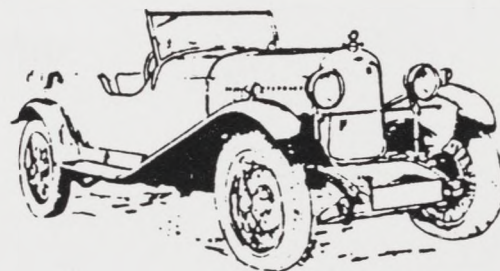
The diameter of the wheel is nearly, but not quite, irrelevant and for wheel sizes above 17" only the tyre section and load per tyre are important, thus:-

Tyre section (17" & over)	Tyre pressure, psi						
	24	26	28	30	32	36	40
	Load per tyre in cwt.						
4.50	5	5½	6	6½	7	8	
4.75	5½	6	6½	7	7½	8½	
5.00	6	6½	7	7½	8	9	
5.25	7	7½	8	8½	9	10	
5.50	8	8½	9	9½	10	11	
6.00	9	9½	10	10½	11	12	13
6.50	9½	10	11	11½	12	13½	15
7.00	10¾	11¼	12	12½	13½	15	17

When considering wheel diameters less than 17", the load per tyre slowly reduces as the wheel diameter reduces. As there are hundreds of possible combinations, I shall restrict the list to known standard Lagonda wheel sizes:-

Tyre section	Tyre pressure, psi					
	20	22	24	26	28	30
	Load per tyre in cwt.					
6.00 × 16	7¼	7¾	8¼	8¾	9¼	10
7.10 × 15	9	9½	10¼	10¾	11½	12

To calculate any other sizes, the rule of thumb is to deduct ¼ cwt per tyre for each 1" reduction in wheel diameter. Thus:-
 5.00 × 16 carries 6 cwt at 24 psi
 5.00 × 15 carries 5¾ cwt at 24 psi
 5.00 × 14 carries 5½ cwt at 24 psi
 and so on. If all this is too complicated, there is always trial and error. Or you can ring the tyre manufacturers. I have found Michelin's technical people quite helpful on other problems.



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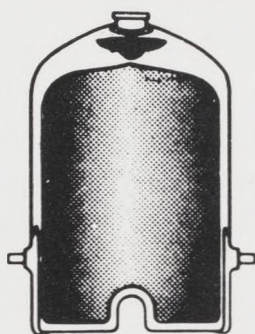
SU jet and needle part numbers

You may find that the traditional needle numbers are being supplanted by part numbers starting AUD, as part of SU bringing everything on to one basis. I got hold of a crib to these numbers that may be worth passing on. I have confined it to the recognised needles. If you fit others, your friendly Rover dealer should be able to help.

ARNOLD DAVEY

Lagonda

Model	Carb(s)	Dia	Jet	Jet Code	Needle (Std)	AUD Part No.	Needle (Weak)	AUD Part No.	Needle (Rich)	AUD Part No.
2L	2 x HV3	1 1/4"	0.09	9	4	1003	3	1002	5	1004
2L Cont.	1 x HV3	1 1/4"	0.09	9	6	1005	5	1004	7	1006
2L S/C	1 x HV5	1 5/8"	0.10	1	K	1244	KA	1470	GK	1215
16/80	2 x HV3	1 1/4"	0.09	9	62	1022	61	1021	QA	1283
3L	2 x HV4	1 3/8"	0.09	9	7	1006	AO	1047	MME	1265
Rapier	2 x HV2	1 1/8"	0.09	9	2	1001	1	1000	3	1002
4 1/2 L	2 x HV5	1 5/8"	0.10	1	KT	1246	CI	1099	K	1244
V12	2 x D5	1 5/8"	0.10	1	WO4	1416	WO3	1415	?	
2.6L	2 x H4	1 1/2"	0.09	9	GB	1206				
DB3L	2 x H6	1 3/4"	0.09	9	LB2	1255	(With std air cleaner)			
					SV	1336	(With Vokes filter)			



GWR

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THE 1920's AND 1930's. NOW RESTORED TO ITS
ORIGINAL CONDITION.



La Gonda Water Fun Run

IT WAS a very pleasant change for me to be driven by a works driver to this year's A.G.M. in his 2-litre Lagonda. Being England, of course it was raining heavily. English weather is all right if you like it.

Previously I warned him not to put his lathe and complete workshop in the car, as it could possibly cut down its performance and I suggested a small bag of basic tools.

When he arrived I asked him if he had a tow rope on board (in case someone else should need it). The answer was no, so I trotted off to find mine. The next question was "Have you got a chamois leather?" Answer, no and offers to take mine were refused, I was told that we don't need one.

We set off impeccably, car running extremely well, the only trouble being that he hasn't quite won the battle with a Z gear box. I had forgotten to include my plastic ear plugs in my handbag.

It continued to rain, I suggested that as it had a hood, it should become erected under the first bridge on the M something or other, but driver was thoroughly enjoying himself and pressed on regardless.

By now there was torrential rain and a force 10 gale. The tow rope was not required, but the chamois was. Water proceeded to invade the car through the windscreen and drowned everything, including the navigator. Under the next bridge he did consent to stop and we erected the hood—watch for fingers, it's been done before! A piece of rag appeared from the rear and I had a full time job and the constant fun of mopping up.

The thought had crossed my mind of crashing around his gear box, as he had fought in the past with my 3-litre, but I went off the idea of paddling down the motorway. Besides, when you drive

someone else's car, that bit which is waiting to go 'ping' is bound to happen when you drive it, have you noticed?

I have discovered that the male of the species flaps more than the female. Having completed the various preparations, my way of thought is let's get on with it and see which bit goes wrong, then worry about it when it occurs.

Don't forget, this is only a little note, as the Editor is desperate for padding.

If we don't use our cars and take them too seriously, we lose all the fun. Also, don't forget that when modern motors hold you up and say "Christ, that must be worth a bomb," the answer is "Nothing, it's not for sale." To one of these banal questions, a lady friend with a 4½ Invicta retorted "What would you sell your grandmother for?"

For the second time, I climbed into my deep diving kit, plus snorkle and webbed feet.

At the A.G.M. we should have had the use of one of those ex-wedding tents, as

we did last year, then we could have placed our cars out of the water, sat in them (chairs appeared to be in short supply) and been able to put our hands up at the appropriate time for voting on the Committee's suggestions. When I was looking for an ash tray I discovered half of our members firmly glued to the bar in the hotel. I think they had surrendered to the meteorological conditions.

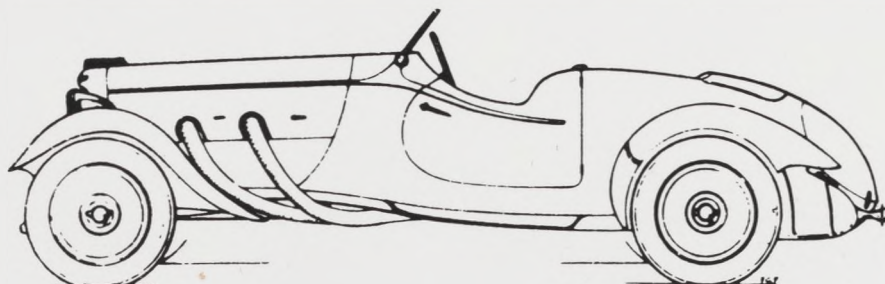
Very many thanks to the Committee, spares and regalia departments for their hard work. I performed my apprenticeship on the Committee for six years and I know the time and personal expense which is involved.

To finish on a wet, happy note, the 2-litre went extremely well, must be that the moist conditions agree with the carburation.

Works driver only gained house points when I didn't hear the changing on the Z box.

It was a very good, happy 'fun run' day.

ROBBIE-ANNE HEWITT (TEAM MANAGER)



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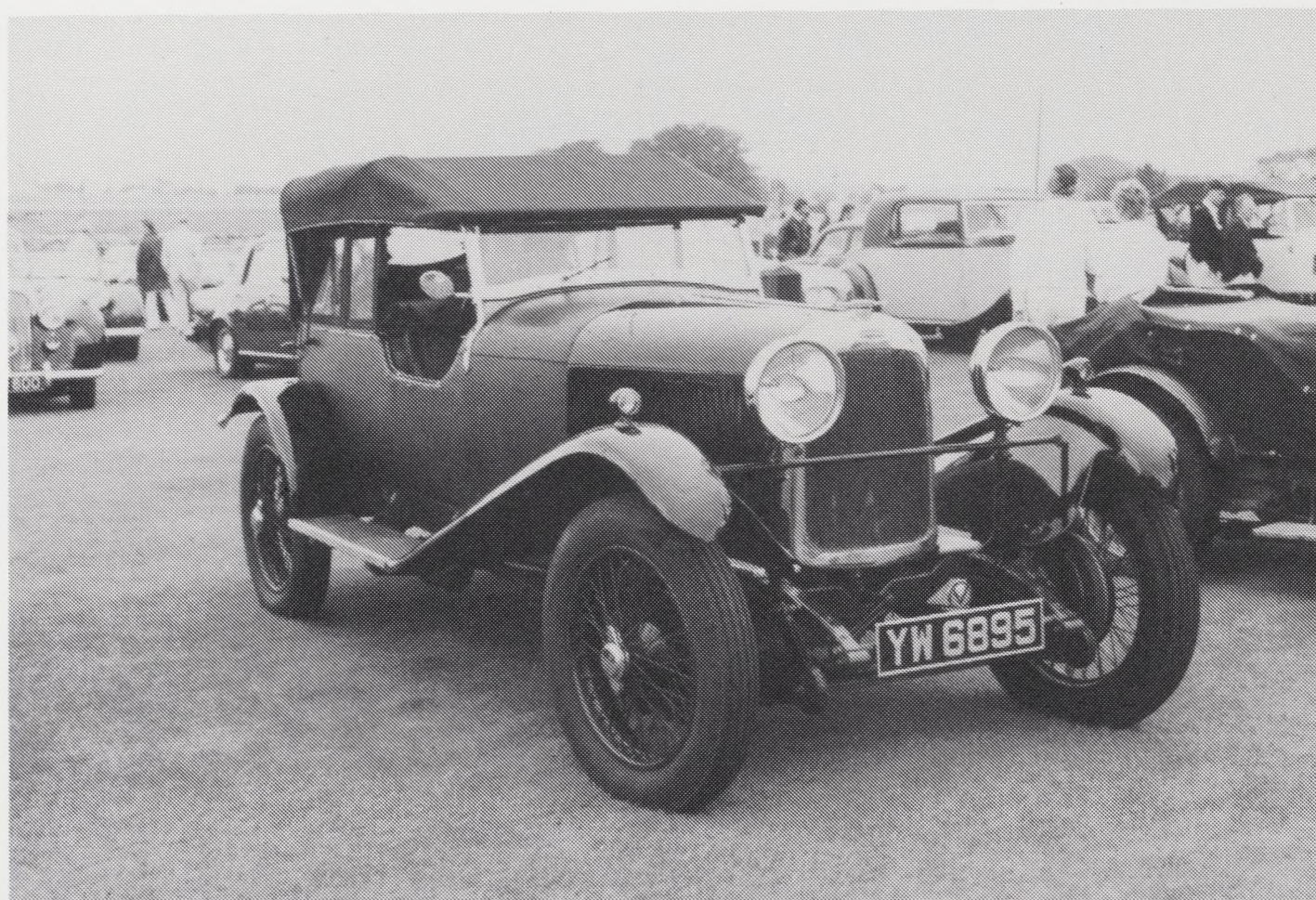
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*I assume the owner opened the hood properly before driving home! A nice DB 3-litre DHC.
Photo: Chris Paling.*



All it needs is a club badge . . .

Photo: Chris Paling.

The 4½ Invicta Sports

Outstanding Performance, Comfort and Handling

THERE ARE probably not more than one or two other makes of car in the world (apart from those built especially for racing) that can compare for acceleration with the 4½-litre Invicta Sports. Certainly there is no normally constructed automobile with the same performance at anywhere near the same cost. Even by paying double the price of the Invicta, it is doubtful if one could obtain a car with comparable performance in top gear.

6 m.p.h. on Top!

Here is no harsh racing car on which frequent recourse must be made to the gear lever in traffic or on winding roads, but a smooth flexible touring car which will trickle along on top gear at 6 or 7 m.p.h. and will pick up speed smoothly and with extraordinary rapidity immediately the accelerator is depressed.

At the other end of the scale it will exceed 90 m.p.h. and should be capable, if in first-class condition, of 100 m.p.h.

On fairly sharp curves that will not be rounded, by a sensible driver, at more than 55 m.p.h. or 60 m.p.h. on an ordinary touring car, the Invicta can be driven at over 80 m.p.h. without the slightest effort in steering or any feeling of insecurity. The road-holding is all that can be desired and, owing to the low seating position, the driver experiences a delightful sense of stability.

The steering is light, positive and has sufficient self-centring action for it to straighten out automatically after rounding a bend. It is entirely free from any "kick" at the steering wheel, the driver's hands being completely insulated from all road shocks. There is no suggestion of any shimmy, wheel-wobble or patter, even at the highest speeds of which the car is capable. The whole of the Byfleet banking at Brooklands can, for example, be taken

"hands off" at 90 m.p.h.

The Invicta engine, a six-cylinder overhead-valve job of less than 4½-litres capacity, develops round about 100 b.h.p. The completely equipped car weight 29 cwt. It is not surprising, therefore, that one experiences in driving it a feeling of latent power, that one has only to "put one's foot down" to shoot up a steep hill at tremendous speed, or to flash up to 60, 70 or 80 miles an hour in an incredibly short space of time. The engine really has "punch," but so quiet and smooth is it at all speeds up to about 50 m.p.h. that one is scarcely conscious of its existence.

At about 56 m.p.h. a certain amount of roughness becomes perceptible, but this passes off at about 62 m.p.h. and at all higher speeds the engine is vibrationless but no longer silent. This subdued roar from the power unit is not unpleasant however, when travelling fast.

The clutch is smooth—one can start off, if so inclined, on the 3.6 to 1 top gear—and light to operate. The brakes, of the direct-acting type, are applied without the slightest effort, and are immensely powerful. Nobody can grumble at brakes that will stop a car doing 50 m.p.h. in only 30 yards! What is more, none of the wheels lock and the car pulls up in an absolutely straight line even on wet tarmac.

On greasy surfaces, however, it is just as well to remember that the tremendous acceleration on the lower gears may precipitate a skid and, if taking a slippery hair-pin bend, the tail may slide round more easily than would be the case with a car that was built higher. With these reservations, however, the car is as safe on wet roads as on dry, which is saying a great deal.

One of the greatest attractions of the Invicta power-unit is that it runs on

ordinary petrol. One can, therefore, take it abroad without experiencing any anxiety as to supplies of non-pinking fuel being obtainable. Indeed, it is practically impossible to make this engine "pink"; it will only do so, in a very mild sort of way, if the driver accelerates violently on top gear at 8 m.p.h. or 10 m.p.h. with the ignition fully advanced.

While on the subject of fuel, about 16 m.p.g. is the average consumption obtained, but we have heard of 20 m.p.g. being obtained regularly from one of these cars. The oil consumption is very low indeed.

The car we tested was put at our disposal by Motor Showrooms Ltd. of 33 Davies Street, London, W1. This concern has standardised a special two-door sports four-seater with pleasing lines, selling at the low figure of £950 complete. The front seats are adjustable to the extent of 16 ins. and are, of course, of the bucket type, with pneumatic upholstery. A single-panel windscreen is fitted.

Improving with Use

As it had only done some 800 miles when we took it over, and will not be considered fully run-in until it has about 6,000 or 8,000 miles to its credit, there is every likelihood that the performance will improve materially with the passage of time. We also had an opportunity of driving the actual car which won the Monte Carlo Rally just as it got back, before the engine had received any attention from the makers. In spite of being a bit out of condition, due to its having been driven some thousands of miles with insufficient clearances on four of the valve rockers, it easily attained 90 m.p.h. for a measured quarter-mile at Brooklands, against the wind, and with only a short run in which to get up speed.

Taking it all round, the new ultra low Invicta Sports model is an extremely attractive car, with a really outstanding performance, and represents very good value. It definitely fulfils the demand for a good, fast, easily handled British Sports car at a moderate price and seems likely to achieve a well-merited success.

Tabulated Data for the Driver

Chassis Details.

Invicta: 4½-litre Sports four seater, six cylinders. 88.5 mm. by 120 mm. (4467 c.c.). Tax £30. Overhead valves, coil and magneto ignition.

Gearbox: Ratios 3.6, 4.9, 7.0 and 10.4 to 1. Right-hand control. Engine speed 810 r.p.m. at 20 m.p.h. on "top".

Performance.

Speeds on Gears: Top, 90 m.p.h.; third 75 m.p.h.; second 50 m.p.h.; Minimum speed, top gear, 6 m.p.h.

Petrol Consumption 16 m.p.g.

Acceleration: Standstill to 60 m.p.h., through the gears, 14 secs.

Dimensions, etc.

Wheelbase, 9 ft. 10 ins.; track 4 ft. 8 ins.; ground clearance, 6 ins; length overall, 14 ft. 4 ins.; width, 5 ft. 6 ins.; height, (top of windscreen), 4 ft. 4 ins.

Turning Circles: Left, 38 ft. 8 ins.; right, 46 ft. 3 ins.

Weight (unladen) 29 cwt. 0 qr. 9 lbs.

Price: Chassis, £750. Four seater, £950

Brakes

<i>Speed</i>		<i>Stop</i>
m.p.h.		feet
20	—	10
30	—	31
40	—	56
50	—	91
60	—	180

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Letters to The Editor

Dear Editor

Mr Sherwood (letters, Summer issue) invites views on the subject of paraffin as a radiator coolant. I've not actually tried it, but having heard of its use, I thought I would see what I could trace on the subject.

Going back to the twenties, I found references to the use of glycerine, methanol, sodium chloride or calcium chloride in water. These appear either volatile or corrosive, though of course alcohols are still around in cheap anti-freezes and may stage a come-back with increasing glycol prices. However, there was mention of paraffin, or more correctly kerosine: apparently it was favoured in extreme conditions such as in Canada and Siberia.

The minimum flash point of kerosine though is only 38 degrees Centigrade, well below the probable working temperature, so there is a fire risk. It certainly will attack natural rubber hoses and its specific heat is around 0.5 as opposed to the 0.8 of a water/ethylene glycol mixture. This would mean a corresponding reduction in heat transfer, hence probable overheating under load. I would also expect a problem with frothing, depending on the pump.

In fact, I can't see that there is much wrong with a modern ethylene glycol/water coolant. The better brands contain very effective corrosion inhibitors and, provided they are kept at a concentration of between 33% and 50%, should be good for two or three years. Sediment may be due to hard water (try rainwater) or, if there is corrosion, the ingress of exhaust gasses causing acidity.

Personally, I don't like the idea of sitting behind four gallons of hot kerosine. A leak in the wrong place could cause more than a little overheating.

Yours sincerely

JOHN STUBBS

The Hon John Skeffington replied direct to Clive Sherwood and his letter is repeated below:

Dear Mr Sherwood

Further to your letter ref using paraffin as a coolant. I have heard of it being used in a P II (40/50) Rolls Royce. I believe the two problems were the dreadful smell and the tendency to 'creep' through gaskets.

As regards the cooling properties, I have no idea, but as it is lighter I would have thought it would have cooled better as it would go round quicker.

Regarding corrosion, I have found Coolant Inhibitor SQ 36, obtainable from the Marston Lubricants Ltd, Naylor Street, Liverpool L3 6DS to help a bit. It is the green stuff you get in antifreeze. I have used it in both my Rolls P II and Lagonda for over 20 years. It will not completely stop corrosion, but I guess it slows it down a bit.

Yours sincerely

JOHN SKEFFINGTON



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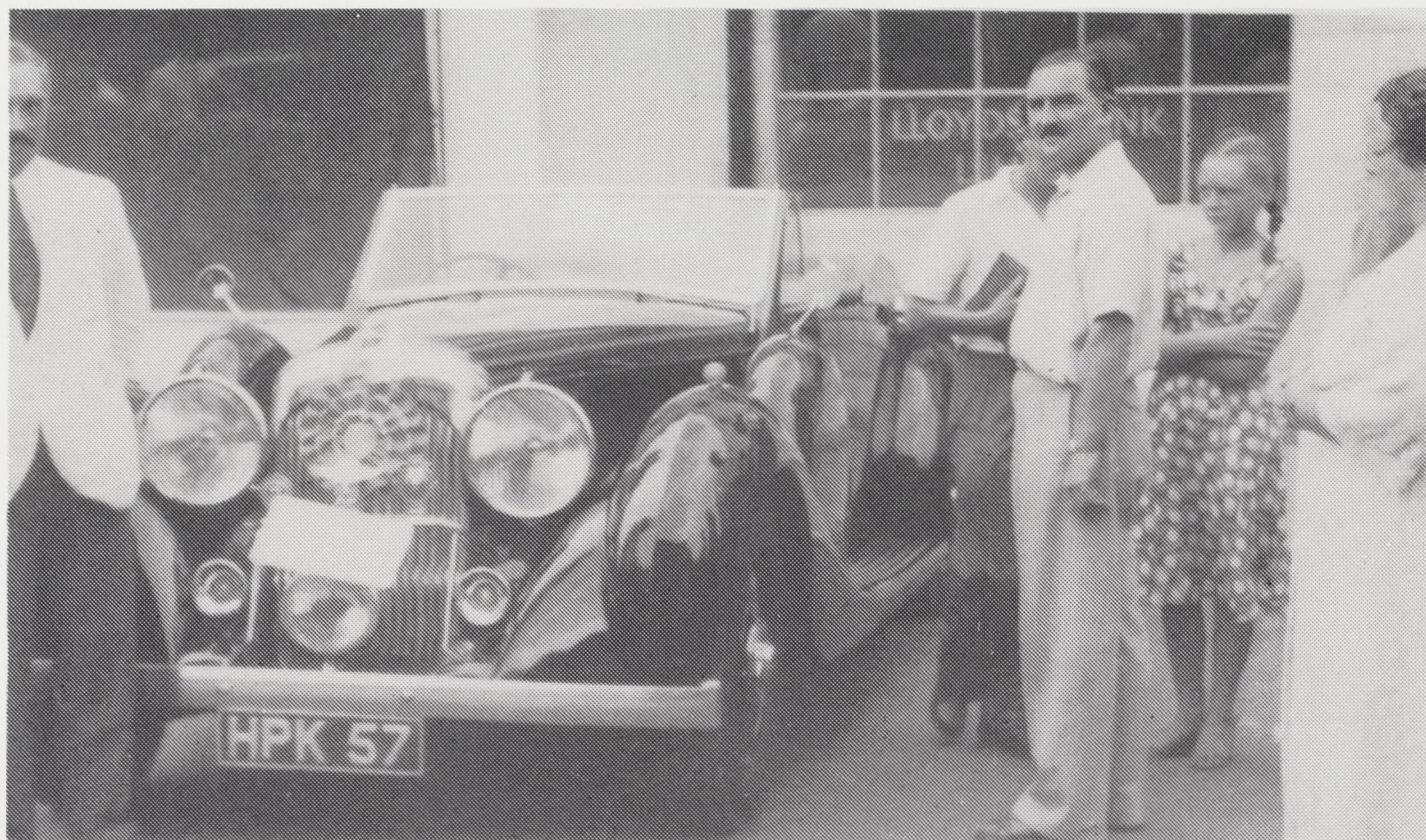
Contact: Bill Evans (E.14 2-litre L.C. owner)

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Ray Wickham (left) and his LG6, Chiltern Club Concours 4th September 1949.

Photo: Geoffrey Gates.



Lady Curzon presents the premier award to Ray Wickhams LG6.

Photo: Geoffrey Gates.



Lady Curzon, Lord Curzon and Tim Carson, Amersham 4th September 1949.

Photo: Geoffrey Gates.

Dear Mr Painter

I was delighted to read in 'Jottings from the Chair' (Spring 1988 Edition) about Ray Wickham, his LG6 and his winning the premier award at the Chiltern Club Concours d'Elegance. Enclosed are photographs I took on that occasion, 4th September 1949, in Old Amersham High Street.

Part of my purpose in writing is to clear up—or cause, I am not sure which—some confusion! The judges were Lord Curzon (son of the then Earl Howe), President of Chiltern, Tim Carson (VSCC) and myself, Chairman of Chiltern. Lady Curzon presented the awards.

Now my knowledge of the early history of the Lagonda Club is hazy, but I do not think Ray Wickham is correct when he says the "Skipper of the Judges" was our (Lagonda Club's) "late President". I believe the Lagonda Club's late President was Chiltern Car Club's late President's father, if you see what I mean.

For clarification, I think Ray Wickham is standing to the left of the picture in both instances and Lord Curzon is standing between Lady Curzon and Tim Carson.

Yours sincerely

GEOFFREY E. GATES

Dear Editor

As a regular recipient of your Magazine, also an ex-Lag, I would like to make a small contribution with reference to the old firm. My first job at 14 started in the Bodyshop of Lagonda in August 1940, my introduction to the wonders of panel beating left me spellbound to think that such complex double curvature work could be obtained by hand. Motor car work by that time had ceased and the skills of the workforce were engaged on war work. Westland Lysander wheel covers were very prominent, also cooling tanks for the Spitfire and Hurricane, just to name a few of the war efforts at Lagonda. I soon got to admire the professional skills of many of the workers such as Ron Breakwell, Ted Rickard, Joe Ridgway as Tin Bashers and the knowledge of Len Lee, the wonder welder, to name a few. A very happy workforce, under the management of Tom Morris, although this was often

marred by the later arrival some days, due to overnight bombing causing train delays to those who travelled in from London each day.

On my 18th birthday I was called up, but was fortunate to be able to continue my trade in the forces. On return to civilian life in 1948 the old firm had sold its car interest to David Brown, to join Aston Martin at Feltham, where I was able to join a small band of familiar faces. Frank Feeley started a small experimental prototype shop and I was invited to join, a decision that enabled me to gain a wide experience over the next 12 years, leaving in 1960, after Aston's success at Le Mans in 1959.

This would be about two years after Frank Feeley. About this time I started teaching metal work and welding at Technical Colleges and for the past 20 years I have run evening classes on motor vehicle restoration for the enthusiast. This year I work for two evenings a week and all types of car are worked on, including one owner of an LG6, who is making a new radiator cowl from brass sheet, all double curvature and hand shaped. Other projects have included a new body for a Rolls Royce, also one for a Bullnose Morris Cowley, to name a few.

If there are any other Club members who live in the Weybridge area who may be interested, please contact me at Brooklands Technical College.

Yours sincerely

JOHN BIGGS

Dear Sir

I first started in the Drawing Office 58 years ago as a Junior Draftsman and, on and off, spent over 18 years in the D.O., so you can imagine the pleasure I get from your magazine. The pictures of the old cars certainly give a jolt to the memory.

I notice in the Summer Edition a slight inaccuracy in the letter from Mr J. D. Berridge. When Lagonda was sold to David Brown in 1948 the car manufacture was transferred to Hanworth Air Park, Feltham and was located in some hangers in the centre of the park. Frank Feeley, Frank Ayto and Percy Kemish all went to Feltham with the car and I transferred

there shortly after. Aston Martin at that time were still at their works in Victoria Road, Feltham, but shortly after were transferred to the hangars to be under one roof with Lagonda.

The D.B.1. model was an Aston Martin, not Lagonda, and it was the only one made. This car had long sweeping front wings and was painted red. The D.B. series were always Aston Martin. Just before this model it was decided to use the Lagonda 2.6-litre engine in the Aston Martin as well. I had the job of repositioning the fan as it was mounted too high for the Aston. This modification caused the fan to rotate in the opposite direction, so all fans in stock had to have the blades altered to suit.

I eventually left their employment in 1956, so in fact they did not go to Newport Pagnel till over eight years after David Brown took control.

Yours faithfully

C. COLEMAN

Dear Ken

Candida and I are really enjoying reading our way through the latest issue, No. 137, of 'The Lagonda'. Lots of super articles, especially Hitler's Lagonda!

It is particularly good to see increasing mention of Invicta, Crossley and D.B. cars. Although I run a 3½, extending the 'hand of friendship' to allied marques must be a good thing in the best traditions of the members; Lagonda owners always seem keen to discuss the merits of other cars don't they? How unlike the slightly sad 'tunnel vision' of some one make clubs!

The above brings me to make a suggestion: could we perhaps make more of our involvement with Crossley and Invicta—mentioning them on our magazine masthead for example? I hear we now have an Invicta man on the Committee, which is good, but someone told me recently that since the Invicta Section of the VSCC 'died' he didn't have a club. I soon put him right, of course, but maybe a mention in the VSCC Newsletter may help!

It is most important that you don't think I'm interfering—you and all the

Committee get my hearty thanks for such great efforts, without reward or praise, on behalf of the membership.

A final point if I may: I was looking through Rivers-Fletcher's archives the other day at the box files of old Lagonda and Invicta photos—they are fabulous!

Rivers is still full of boyish enthusiasm for both marques and if you felt like sending him copies of 'The Lagonda' periodically I might persuade him to let us borrow his pictures—or even to write some articles for us.

With best wishes,

Yours truly

RICHARD McCANN

LETTERS TO THE EDITOR

Dear Editor

What a splendid idea at the A.G.M. to let the members vote for the cars which they like. Unfortunately, I had to surrender as my voting slip disintegrated before I could finish the course of inspection. The idea gives the paid-up members an incentive to remove themselves from the bars, deck-chairs and picnics. Twenty percent will know what they are looking for, the remainder will vote for what they fancy, which is all good fun!

MRS ROBBY-ANNE HEWITT

My Dear Valerie

My very humble apologies for this tardy appreciation for your despatch of the magnificent book on the Lagonda history.

What a fantastic effort Geoffrey Seaton has accomplished. I am now really beginning to digest it. The original inventor, Wilbur Gunn, produced the first model a year before I was born—also during Queen Victoria's reign. How I shall treasure its contents. I do go back quite a long way—having commenced with a 1929 High Chassis 2-litre Speed Model. Possibly the most reliable of the seven which I have owned and did the greatest mileage. Very over-bodied, 27 cwt, 75 m.p.h. in top and 73 in third. No I am complete in Lagonda history, having had Arnold and Tony's remarkable 'A History of the Marque' for ten years.

RAYMOND WICKHAM

Dear Ken

Thanks for the return of the fake Le Mans car photo. I won't bother to reply to the letters from David Hine and Herb Schofield as they seem to have got their knickers in a twist. I'm not sure I understand what either of them are trying to say and they didn't seem to agree. All I asked was "What members thought of fake 100 m.p.h. 'Rapides' (outside chrome flexible pipes and all)". Herb has a very nice original one that he couldn't sell some years ago. I bet he's glad now.

Regards

JENKS

Dear Mrs May

I was delighted to receive the 'Lagonda Illustrated' and congratulate everyone concerned. Great stuff!

One of the Lagondas that I had owned was included—AUF 77, on page 178. The photograph used was taken by the coach builders, Lancefield, prior to delivery to a Major Cohn whom they said was the American Military Attache here at that time; hence the extraordinary arrangements of American car club badges and horn shown. As well as giving me this photograph, the coach builders showed me the original drawings and plans, etc that they made for this car and explained that the apparent very limited space between the steering wheel and the front seats—and then to the back seats—was due to his personal requirements, he being very short. I had to have a special driving seat made to get space and I am only 5ft 9 ins tall! (The original seat was replaced when I disposed of the car). The boot just took one small attache case and I had to build a detachable rack over the spare wheel for our use, when our children arrived. Lancefield were then quite near us and I was able to talk to those craftsmen still working there and discuss the various bodies they had made.

Major Cohn may have returned to America within a year of buying this car, which was then sold to a Mr. Pisani, an importer of special marble. He told me that he drove the car each year until the last

war to eastern Turkey to chose his material, and claimed that he had had no trouble with the car during all these trips! If his memory was sound, this would have been pretty impressive.

I think that it was Mr. Pisani who entered the car for that Concours in Bournemouth. The car was originally painted burgundy with grey mudguards and had grey leather upholstery and burgundy carpets.

Maurice Leo and then Ben Walker kept this car in excellent mechanical order for me for 15 years but the body work by then required attention which became beyond me. I could cope with the woodwork but not the aluminium deterioration; the wings were of steel and in excellent condition. For replacing the body panels I was quoted £2,000, which in the later 60's was a huge sum. Some one discovered my position and said, quite incorrectly, that he represented the Beaulieu Museum which would like to acquire this car. I was persuaded to accept a nominal sum and 3 months later got a letter from Houston U.S.A. saying that that the writer had just bought the car for a vast sum and would I send him all the details of its history. I suppose we all get caught once!

My father had been a colleague of Dr. Bengerfield at St. Georges Hospital and he and Earl Howe arranged my Brooklands schoolboy membership. There they introduced me to a variety of makes and there I first came across the Lagondas that they occasionally drove. I have many photographs somewhere of the Le Mans V12s being raced and tested at Brooklands then and could look them out if anyone is interested. I was a student under Bengerfield before he retired and heard many a fascinating tale of earlier daring-do! How time flies.

With best wished to all,

Yours sincerely

DR. D. S. ELLIS (No. E.12)

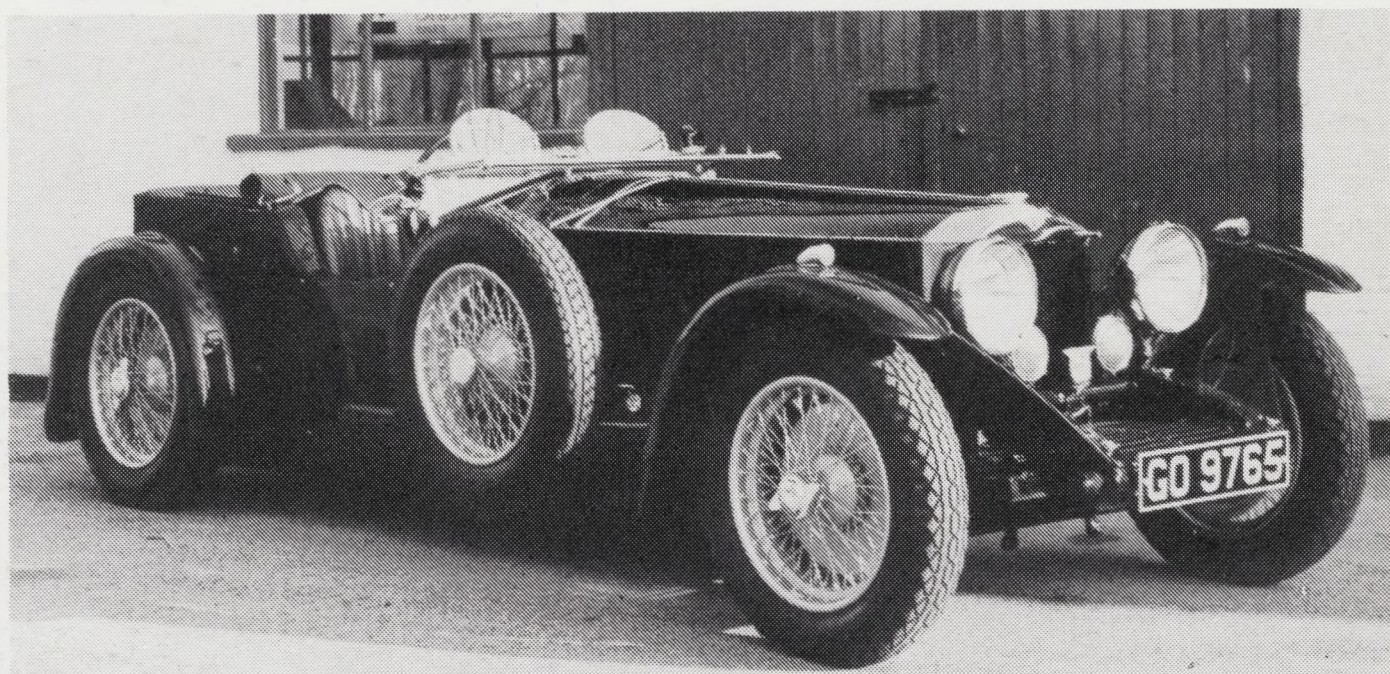
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